

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

Failure of Bank Collecting Draft?

Government Reluctant to Attempt Wheat Control

New York Grain Dealers Soon to Trade in Securities

Barge Line Decision Spurs Deep Channel Advocates

Change in Barley Grading Meeting with Much Opposition

Traffic League Considers B/L and Demurrage Magnetic Separation

Errors in Code Words

Transactions in December, 1926, Wheat Futures Delivery Without Surrender of B/L



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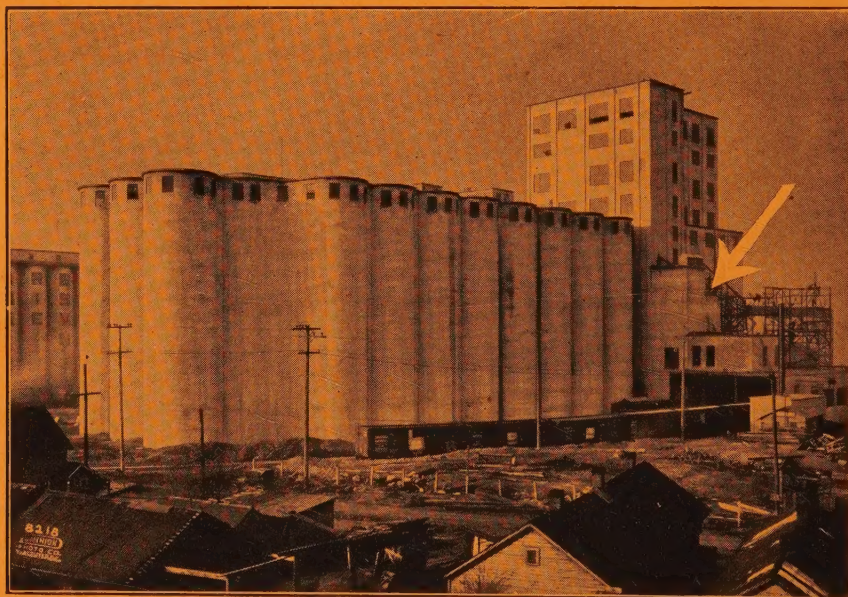
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(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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309 So. La Salle St. Chicago, Ill.

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Get in touch with us.*

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*Modern elevator facilities
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essential fixtures.—Wolfram Grain Co.,
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Elevator Capacity 5,600,000 Bushels
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When your customers learn how Grasselli SMUTTOX, the dry, easy treatment for seed, prevents smut and bunt—how it increases the yield of oats and wheat from 2 to 6 bu. per acre—it's going to be good news to them, all right. And you can cash in on it.

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Established 1839 CLEVELAND, OHIO
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SMUTTOX
TRADE MARK REG. U.S. PAT. OFF.
A Seed Treating Compound

Mail the Coupon
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Please send full details of your Dealers' Proposition on SMUTTOX.

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Have You Adequate Weighing Facilities?

You are gambling with your profits if you haven't, because neither receiver nor carrier will recognize your weights unless you can demonstrate the adequacy of your equipment.

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are adequate because they can, when correctly operated, be found to

1. Check, with inimitable closeness, with the finest supervised carload hopper scales in same elevator.
2. Check with finest known tolerance for cross town movements with supervised honestly-operated Hopper or Track scales on cross town cars.
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Equip for honest weighing and get all that's rightfully yours!

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"When you put an Atlas under the wheel of a car there is never a question about moving it."

The most powerful car mover made.

True compound action, two-piece non-slip spurs set at the right angle to best grip the rail. Covered by an absolute guarantee.

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You Know What They Cost

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SOLVE THIS PROBLEM

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**NO WASTE — EFFECTIVE
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We Have Car Liners to Take Care of All Cases of Bad Order Cars
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Winter's Direct Elevator Drives in single unit installations have elevated over 4,500,000 bushels of grain without showing any noticeable wear or requiring any attention other than oiling twice a year.

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Users save 20% to 50% on power by using Winter's Drives. This can be accomplished by operating direct on head shaft, eliminating all belts, chains, sprockets, and counter-shafts.

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NEW CORN Perishable RUSH!

New or damp grain is perishable. When long delayed in transit, it often heats and spoils. If you would expedite the movement of your corn to destination, post placards bearing the above legend on the sides of each car and thereby warn the train crews handling it that grain will be damaged by delay. Printed in large boldface type with red ink on 6-ply white cardboard, size 12 $\frac{1}{8}$ x 8 $\frac{1}{8}$ inches.

50 "New Corn Rush" Cards \$2.60

100 "New Corn Rush" Cards 4.35

Postage Extra

Grain Dealers Journal

309 So. La Salle St.

Chicago, Illinois

Wheat Washing VERSUS LIMING and SCOURING



DIRECT comparison of the relative merits of wheat washing versus liming and scouring has just been made in a large terminal grain elevator on the Pacific Coast.

Shippers who originally were skeptical about wheat washing now demand washed wheat in preference to wheat that has been limed and scoured in smutters. This rapidly increasing preference is clearly shown by the following comparative figures:

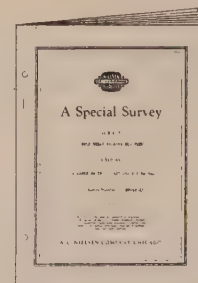
Season	Washing	Scouring
1924-1925	51%	49%
1925-1926	69%	31%
1926-1927	72%	28%
1927-1928	(not yet available)	

In addition, the wheat washing process costs this terminal elevator 51% less than the lime-scouring process!

Two Wolf Wheat Washers have been in use in this elevator since 1925. Two more Wolf Wheat Washers have recently been ordered because of the constantly increasing preference of shippers for washed wheat, as well as the large saving of the washing process for the elevator.

The foregoing facts, as well as many others of equal interest, were disclosed by an impartial survey made by an independent firm of industrial cost accounting engineers.

A limited number of copies of the report of this survey are available for distribution (without



cost or obligation, of course), to elevator operators who want to improve their wheat cleaning methods and also reduce their costs.

We shall be glad to send you a copy of the report of this survey. Ask for the Pacific Coast Grain Terminal Elevator Survey.

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Offices in Chicago, Minneapolis, Kansas City and Oklahoma City. Representatives throughout the United States.

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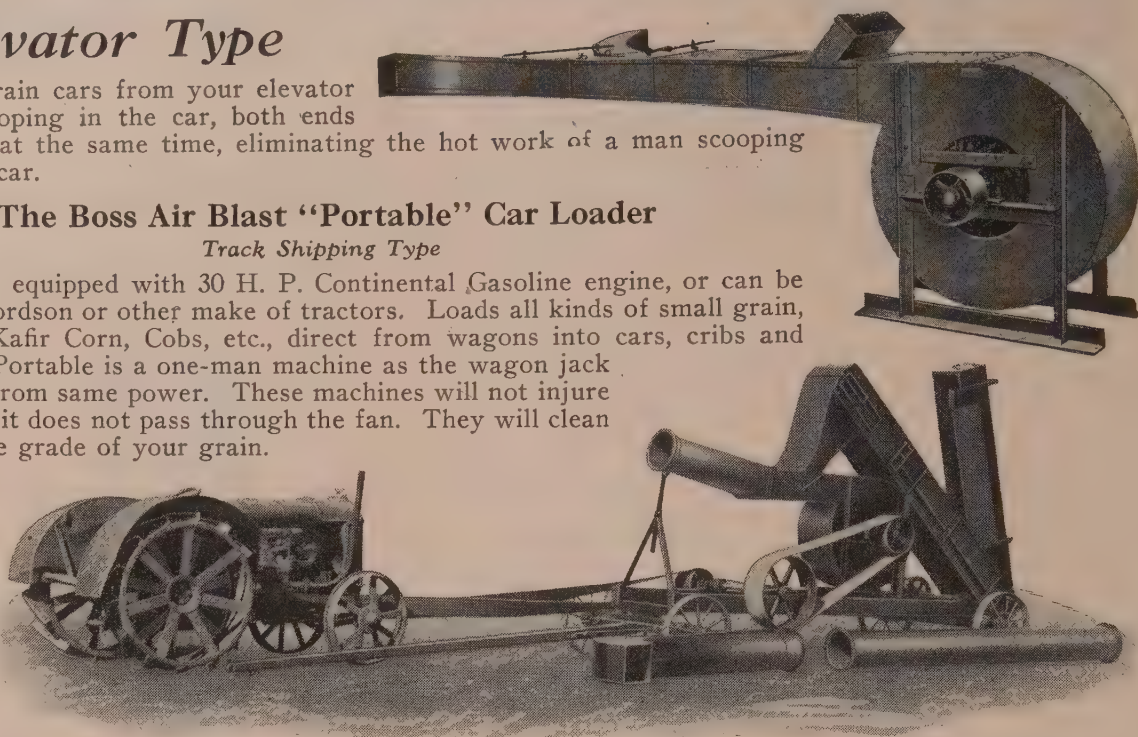
Will load grain cars from your elevator without scooping in the car, both ends being filled at the same time, eliminating the hot work of a man scooping back in the car.

The Boss Air Blast "Portable" Car Loader

Track Shipping Type

This Loader equipped with 30 H. P. Continental Gasoline engine, or can be driven by Fordson or other make of tractors. Loads all kinds of small grain, Ear Corn, Kafir Corn, Cobs, etc., direct from wagons into cars, cribs and bins. This Portable is a one-man machine as the wagon jack is operated from same power. These machines will not injure the grain as it does not pass through the fan. They will clean and raise the grade of your grain.

Write for
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and prices
and let us
show you
how these
machines will
make you
money.



Maroa Manufacturing Co.

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Maroa, Ill.

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Keep up the Christmas Spirit with a message of cheerfulness, do it with holiday greeting cards.

—FREE—

A complete set of samples, Business or Personal greeting cards, or both, with price list, will be mailed promptly for your inspection.

We specialize in Engraved Business Announcements.

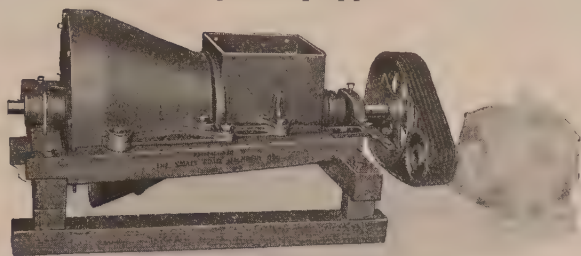
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Can Now Be Furnished with Tex-Rope Drive.

All shellers are adjustable for different kinds and sizes of corn.

Made in five sizes 80 to 1,500 bushels per hour. Available in several styles.

Be prepared to do a bigger and better shelling business. These shellers cost so little and do so much you can't afford to be without one.

Send for descriptive literature

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Complete Equipment for Grain Elevators and Feed Mills

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.75. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

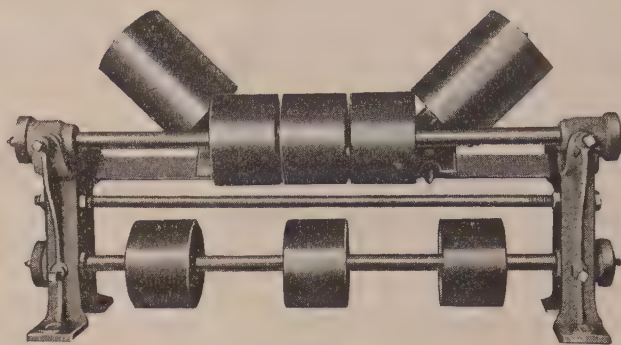
Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.25. Weight, 5 lbs.

Grain Dealers Journal

309 So. La Salle St.

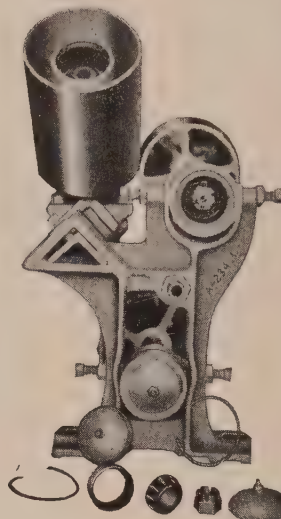
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Equipped with

TIMKEN ROLLER BEARINGS



IT IS now possible to secure more efficient conveying equipment. It is manufactured by "Ehrsam" and equipped with Timken roller bearings. This type of conveying equipment makes for greatly increased economy and efficiency in operation.

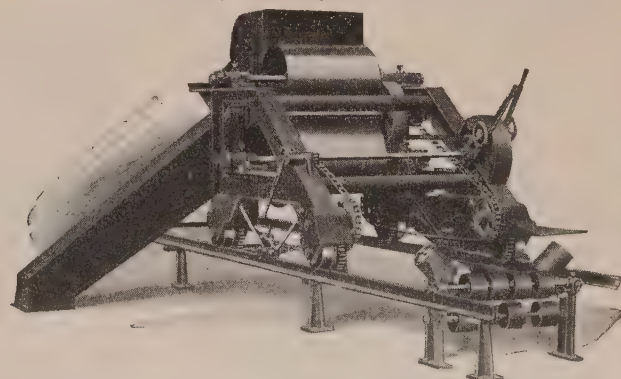
"EHR SAM"

Grain Handling & Milling Equipment

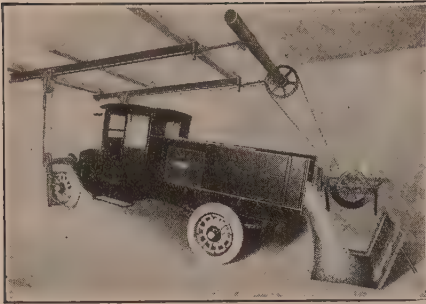
Ehrsam manufactures a complete line of grain handling and milling equipment. For over fifty years they have pioneered in equipment of this type. This insures complete satisfaction when ordering Ehrsam equipment.

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Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.



The illustration shows the Ehrsam heavy duty self-propelled tripper. Equipped with roller bearings or collar oiling bearings and either worm gear or friction drive. A very efficient machine.



McMILLIN COMBINATION WAGON & TRUCK DUMP

This is the Season of Thanksgiving, and we take this opportunity of saying to each and every one "We Thank You."

We appreciate and thank you for the business given us this past year, and for the many expressions of satisfaction we have received from the various users of the McMillin Combination Wagon and Truck Dump.

Also to prospective buyers of Truck Dumps we wish to call your attention to a few points of advantage found in this dump:

No connection with driveway floor,—operate by hand or power.

With one device can dump any length truck or wagon in one dump door, or any number of dump doors, eliminating divided sinks and the mixing of grain.

Speedy in operation, durable, substantial and with no delicate parts. Perfectly safe, simple and easy to operate.

All dumps fully guaranteed.

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The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
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The Northwest's Finest Hotel.
600 rooms with bath or
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Every room an outside room.
Largest and Finest Ballroom
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Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
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They contain many stories of interest.
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Rubber Protector, \$2.00

Sent postpaid on receipt
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H. S. COVER
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you want his business. Ad-
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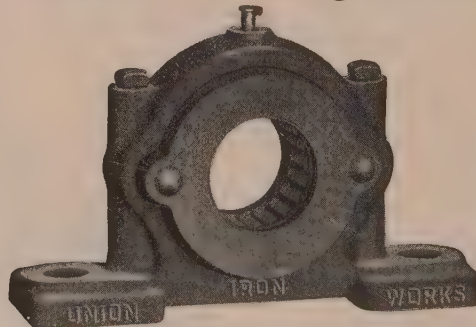
Grain Dealers Journal

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HYATT ROLLER BEARING
—PILLOW BLOCK—

WRITE FOR CIRCULAR GIVING COMPLETE DATA

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"Good salesmanship is selling something that won't come back, to a customer that will." It has always been a pleasure to sell a mill or elevator operator or owner the original installation of the

Zeleny Thermometer System

Once sold we added them to our large list of users of the

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who would come back.

We have been good salesmen and have customers coming back every year. So our "something"

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has proven its worth and has stood the test of twenty-five years of service. If you don't want to ask us about it ask those who have it. Our catalog No. 6 contains the list—ask for it.

Zeleny Thermometer Company

542 S. Dearborn St., Chicago, Illinois

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Have Elevated More Grain Than All Other Types Combined

This Tremendous Popularity Is Due to Four Reasons—

Practical Design
Highest Efficiency
Unexcelled Quality
Lowest Market Price

Exclusive Use of

Link-Belt Silent Chain

and

Hyatt Roller Bearings

Add Years of Service to the

Hinckley

Manufactured by

Link Belt Supply Co., Minneapolis
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Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

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Form 19GT Duplicating (250 pages) \$1.50

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Grain Dealers Journal

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Chicago, Ill.



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have been standard equipment in better grain elevators for over forty years.

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Saves Time—
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BEGIN NOW

to plan for the installation of anti-friction bearings in your plant before another crop movement. This is the time to decide on the kind of bearings you will install. In making your selection be sure those decided upon are dust proof—and self-aligning types are preferable for head shafts.

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is essential to the security of an insurance company.

Selection of an Insurance Company

is just as essential to the security of an assured.

The "MILL MUTUALS" fulfill the most rigid requirements.

Write your insurance company or this office for details.

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CONCRETE ELEVATORS MILLS WAREHOUSES

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Engineer and Contractor of
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Any Size or Capacity
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Designed, Built, Repaired
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The Star Engineering Company

Specialists In
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Appearance, Strength, Durability
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If you are the first to apply for it.

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Yours on request.



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*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

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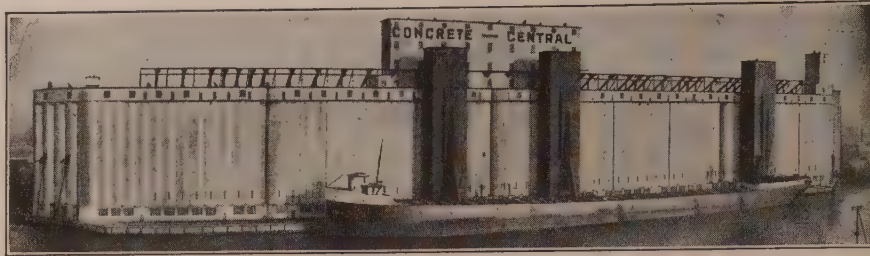
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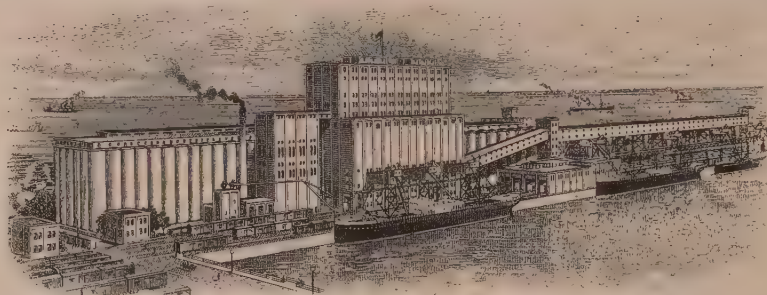
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N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

JAMES STEWART CORPORATION

ENGINEERS AND CONTRACTORS

W. R. SINKS,
PRESIDENT

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS

THOMAS D. BUDD,
VICE PRESIDENT



One of
Several Elevators
Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

**THE BARNETT-McQUEEN
CONSTN. CO., LIMITED**

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.



FOLWELL ENGINEERING CO.

Engineers and Constructors

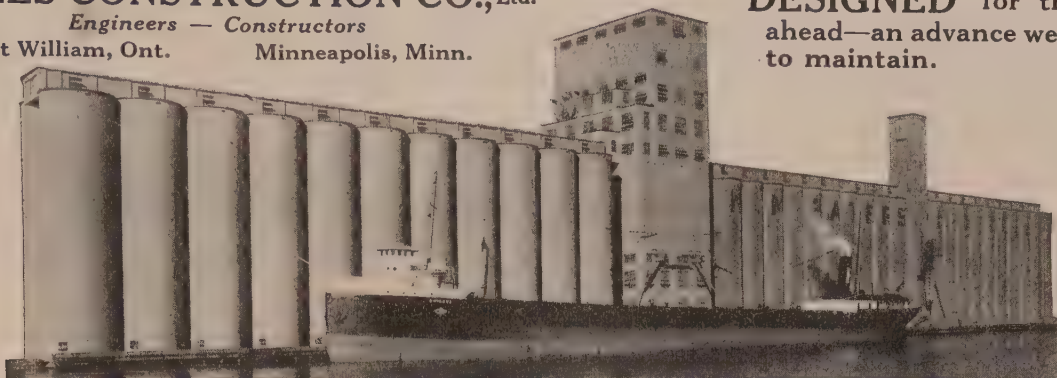
333 North Michigan Avenue
CHICAGO, ILLINOIS, U. S. A.

3,000,000 Bushel Concrete Grain Elevator
Designed and Built for
A. E. Staley Mfg. Co., Decatur, Ill.

FEGLS CONSTRUCTION CO., Ltd.

Engineers — Constructors
Fort William, Ont. Minneapolis, Minn.

DESIGNED for the years
ahead—an advance we propose
to maintain.



N. M. Paterson Co., Ltd. 2,500,000 Bu. Elevator Fort William, Ont.

Santa Fe Elevator "A"

Kansas City, Kans.



Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 460 St. Helen Street, Montreal 837 W. Hastings St., Vancouver, B. C.
33 Henrietta Street, Strand, London, England

Folwell-Sinks Form Lifting

Jacks and Steel Yokes

for Grain Elevator, Silo
and Coal Pit Construction

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.



Patented



Elevator "L"
Minneapolis

Designed and Built by

McKENZIE-HAGUE CO.

Minneapolis, Minn.



Enid Terminal Elevator Co.

Enid, Oklahoma

Capacity, 1,100,000 bushels

An exact duplicate of this elevator was
also designed and built by us for

Southwest Elevator Co., Enid, Okla.

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Building

Kansas City, Mo.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

IOWA—20,000 bushel elevator in good grain territory; well equipped; will stand investigation. Bargain if taken at once. Write Pomeroy State Bank, Pomeroy, Iowa.

WESTERN MISSOURI—25,000-bu. elevator equipped with electric motor, hammer mill and rolls for grinding corn meal. Address 61W24, Grain Dealers Journal, Chicago, Ill.

Some **SERVICE** to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

INDIANA—To close an estate, will sell one of the best equipped lumber and coal yards in Indiana, no better territory in the state. Write 61V11, Grain Dealers Journal, Chicago.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

CENTRAL INDIANA—36,000 cribbed elevator, electric power, large grinding room and feed warehouse; private switch, fine coal yards; 20-ton truck scales; located in town of 4,500, surrounded by fertile farms and prosperous farmers. Communicate with owner, 61X4, Grain Dealers Journal, Chicago, Ill.

INDIANA ELEVATORS FOR SALE.

Owing to the sickness of Mr. Stiefel, we are liquidating our business and are offering our New Haven, Dawkins, Maples, Ossian and Eaton elevators for sale. For all information write.

Stiefel & Levy, Fort Wayne, Ind.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

MISSOURI—50,000 bushel square concrete elevator for sale with large warehouse attached; good location on main line railway and also on concrete slab No. 50 near Kansas City; good high school and 10 miles distant from college town; equipped with modern machinery, new 15 ton Howe auto truck scale, and electric motors; excellent farming community, hogs, cattle, dairy and poultry. Priced right. For full particulars write Mrs. Jesse J. Culp, 510 South Holden, Warrensburg, Mo.

INDIANA—12,000 bu. steel sided frame elevator building in college town of 5000; excellent farming community, hogs, cattle, sheep, dairy, and poultry; on C.C.C. & St. L., can ship over Monon; electrically equipped, hammer mill and 15 ton truck scales; side lines—feed, fencing and implements; good location for coal yards. Reason for selling, other business; this elevator only changed hands three times in 25 years. A real money maker for a hustler; will stand investigation. Price \$8000, merchandise at market price. Call or write Harry Tolbert, Greencastle, Ind.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

ELEVATORS FOR SALE

ILLINOIS—40,000-bu. elevator, milling, feed and coal business; new electric machinery. Price right. Write Bert Rowe, Kent, Ill.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ILLINOIS—35,000 bu. elevator in A-1 grain territory; electric machinery; coal and implements handled. Deceased owner was in business 43 years. Write Vida U. Stevens, Admx., Dalton City, Ill.

CENTRAL ILLINOIS—Modern 40,000 bu. capacity elevator and 25,000 bu. capacity crib and small grain combined. Also tenant house, office, scales, etc. On leased ground. Priced to sell. Possession at once. Write 59Z6, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA—30,000 bushel elevator for sale in one of the best grain territories; modern equipment, electric and steam power, hammer mill, feed mixer, automatic loading scales, drier, etc. Address 61W7, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—Grain Elevator, Potato House, Hay House, Coal Bldgs. for sale; commanding a fine location on the C. & N. W. Ry. on direct route to Chicago. Surrounded by excellent farming community. Address 61S3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. steel elevator with Fairbanks wagon and truck scale and dump, hopper scales, Barnard and Leas grain cleaner, corn sheller, feed grinder, flour and feed warehouse. Good grain, dairy and poultry district. Address P. O. Box 164, Sarcoxie, Mo.

KANSAS—12,000 bu. iron clad elevator for sale or trade; corn sheller and cleaner, oat clipper and wheat scouter, automatic scales, car loader, electric truck dump, JB Hammer Mill. All ready for business; good territory. Write Box 15, Chetopa, Kansas.

IOWA—25,000 bu. elevator and feed mill for sale; located in one of the largest feeding sections of Eastern Iowa; on main line of C & NW; equipped with a Sprout-Waldron 40 h.p. attrition mill, corn cracker and grader, feed mixer and cleaning mill; all in first-class condition; 300 ft. of trackage and ample storage room. Priced right. Address 61V6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE OR TRADE.

FOR SALE OR TRADE

On account of death we offer all or part of Central Indiana elevator; grain, coal and grinding business; moderate size, electric power, first-class condition; good corn crop; a splendid opening for right man. Would trade for Central Indiana farm, part or all. Write

Burl Finch, Administrator,
150 S. Senate Ave., Indianapolis, Ind.

BARGAIN IF TAKEN AT ONCE—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business, USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

MILL & ELEVATOR FOR SALE, TRADE OR LEASE.

NEBRASKA—100-bbl. flour and feed mill with 10,000-bushel elevator, for trade for land, for sale or lease to good miller. Write P. O. Box 137, Comstock, Nebr.

MILLS FOR SALE.

FOR SALE—Small flour and meal mill, best equipped little mill in Ohio, has no competition, can show plenty of business. Fred Studemann, 3105 W. Broad St., Columbus, O.

FLOUR MILL FOR SALE—A 40 bbl., sifter, roller mill in Eastern Nebraska, equipped with 40 hp. oil engine; being sold to settle an estate, this is for sale at a sacrificed price. G. E. Nelson, Administrator, Millard, Nebr.

FOR SALE—GRIST MILL AND GOING feed business furnishing the only gristing service in town of about 1,000 inhabitants in Northern Michigan; using electric power with reliable water power available at slight expense; very good water wheel on premises awaiting hook-up; complete equipment for making stone ground buckwheat flour and graham flour; prosperous surrounding country. Entire property can be purchased for \$3,000.00. Write 506 Second Street, Grand Rapids, Mich.

ELEVATORS WANTED

WANT TO EXCHANGE improved 320 acres 4 miles from Alton, Kansas, for grain elevator in North Central Kans. Box 13, Mahaska, Kans.

ELEVATOR WANTED with good coal, seed, feed, and other sidelines; Northern Indiana, prefer town of two to five thousand population. Address Box 952, Nappanee, Ind.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES FOR SALE.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

REWARD FOR STOLEN SEEDS

WE WILL PAY REWARD for evidence leading to the capture of the thieves or the recovery of seed taken from our elevator at Mark Center, O., Saturday night, Nov. 10th including: 45 bus. of red clover, 20 bus. sweet clover, 4 bus. Grimm's alfalfa, 10 bus. timothy seed, transferred from old bags to new bags branded "Ohio A"—Steifel & Levy, Ft. Wayne, Ind.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

SITUATION WANTED.

TRAFFIC MANAGER, 13 YEARS' experience, familiar with milling-in-transit and rate adjustments, desires connection with responsible concern. Address 61X11, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN, 34 years old, wants position in grain business; eleven years' experience as elevator manager; best of references; prefer within 250 miles of Chicago. Address 61W16, Grain Dealers Journal, Chicago, Ill.

PRACTICAL GRAIN MAN, 40 years old, with 20 years' experience operating his own elevator in Central Illinois, recently sold his properties and is now available for position with a grain company in need of experienced manager. Write 61X2, Grain Dealers Journal, Chicago.

RESULT PRODUCING Farmers Elevator manager with 16 years' successful record desires position with good company. Good grain man and accountant; experienced in all side lines; good mixer with public; Illinois or Indiana preferred. Address 61N11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position in grain or feed business; have assisted in merchandising grain and feed through Illinois, Indiana, Michigan and Ohio; well acquainted in this territory. Would consider soliciting for grain accounts or selling of poultry and stock feeds. Write 61X13, Grain Dealers Journal, Chicago, Ill.

HELP WANTED WITH INVESTMENT.

OPPORTUNITY

WANT A MAN who understands running elevator. We have a plant that is second to none; capacity about 80,000 bu.; drier, 800 bu. per hour; track buying, large trade with farmers; large retail business; station will handle locally about 125 cars grain and 125 cars coal. We have transit arrangements on the Pennsylvania and Nickle Plate all through the West and Northwest. It will take about \$1,600 to buy my interest in this business which will pay a salary of \$200 per month. We are making money and I have the best of reasons for selling my interest. Address your letters to 61X8, Grain Dealers Journal, Chicago, Ill., and you will get a reply at once.

HELP WANTED.

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Five ton Buffalo platform wagon scales in good condition, \$50. Write Syler & Syler, Nappanee, Ind.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

WE WANT TO BUY a used Richardson Automatic Scale, not over 10 bu. cap.; prefer 5 or 6 bu. Waterville Grain Co., Waterville, Kan.

RICHARDSON AUTOMATIC SCALES bought and sold. Address 61S14, Grain Dealers Journal, Chicago, Ill.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., 502 Waldheim Bldg., Kansas City, Mo.

INFORMATION BUREAU.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

WILL SELL HALF INTEREST in grain, feed, seed and grinding business in Northern Indiana. Address 61X12, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED middle aged man in feed and feed mill business in Southern Colorado wants partner, young man preferred. Address 61W27, Grain Dealers Journal, Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

MOTORS FOR SALE.

FOR SALE—15 hp., 1750 r.p.m., single phase, 60 cycle, 110-220 volt Century Motor. Write E. V. Plush, Glasco, Kansas.

FOR SALE—One 40 hp. Fairbanks-Morse Motor, speed 700, equipped with a silent chain drive. This is especially equipped to drive chain hammer mill. If interested, write SHULTZ SEED COMPANY, Olney, Ill.

3 PHASE, 220/440 VOLT

1—50 hp., 720 rpm., 60 cy., General Electric.
1—50 hp., 1200 rpm., 60 cy., General Electric.
1—40 hp., 870 rpm., 60 cy., Westinghouse.
1—35 hp., 1800 rpm., 60 cy., General Electric.
2—30 hp., 850 rpm., 60 cy., Westinghouse.
5—30 hp., 1200 rpm., 60 cy., General Electric.
1—30 hp., 1800 rpm., 60 cy., General Electric.
1—30 hp., 1500 rpm., 25 cy., Lincoln (new).

Many others, A. C. and D. C. Low prices.
V. M. NUSSBAUM & CO., Fort Wayne, Ind.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

SNAPPED CORN WANTED

WE ARE IN THE MARKET for snapped ear corn. Write or telegraph Lyle Brokerage Co., Huntsville, Alabama.

HAY FOR SALE—WANTED

GET FULL MARKET value for your hay and straw. Ship to John Devlin Hay Co., Inc., 192 N. Clark St., Chicago, Ill.
ALFALFA HAY for sale.
Write for delivered prices.

ENGINES FOR SALE

OIL ENGINES

4-page Bulletin of Bargains just issued.
ZELNICKER in ST. LOUIS.
Rails, Equipment, Heavy Machinery.

PRICED RIGHT FOR CASH

One 45 h. p. Bessemer Oil Engine complete with clutch, shafting, pulleys, air compressor, air tank, oil pump—a complete power plant. Can be seen at Donnellson, Lee Co., Iowa.
—Charles F. Holdefer, Donnellson, Iowa.

GAS AND DIESEL ENGINES

Both new and honestly rebuilt engines that are guaranteed good as new. Fairbanks-Morse in all sizes, belted and direct connected. All best makes of gas engines. Let us have your requirements and we can save you money on new and rebuilt equipment. Write for our rental contract with option to buy. We erect complete plants everywhere.

AMERICAN POWER EQUIPMENT CO.
1530 Allen Ave., S. E. Canton, Ohio.

SEEDS FOR SALE

MEDIUM RED CLOVER—Limited surplus, home grown, unusually high in purity and very showy quality. Samples and prices for the asking. M. Young & Co., Winterset, Iowa.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

GRAIN SAMPLE CANS.

Black enamelled containers, galvanized iron bodies, double-seal air-tight lids, for receiving samples drawn from wagon loads at country elevators; large handles equipped to hold name card of customer. Prevents mixed samples; pleases farmer trade. Set of four, \$2.85 post-paid. Red Boy Products, Colfax, Ill.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

Make Your Business

A Christmas present that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to **The GRAIN DEALERS JOURNAL.**

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars to pay for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code.

MACHINES FOR SALE.

FOR SALE.

15"x30" Allis-Chalmers Flaking and Crimping Rolls, late style "QA"; in good condition. Write or wire Standard Mill Supply Company, 502 Waldheim Bldg., Kansas City, Mo.

FOR SALE—One 40 hp. Hart-Parr stationary engine, used one year; also one 22-inch Bauer belt driven attrition mill; well worth the money. If interested, please write the Farmers Grain Co., Carlos, Indiana.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. **DIAMOND HULLER CO.**, Winona, Minn.

BATCH MIXERS.

Latest type, very best on the market, from 400 to 4,000 pounds capacity. Prices reasonable, let us have your inquiries for prompt shipment. **Standard Mill Supply Company**, 502 Waldheim Bldg., Kansas City, Mo.

NEW AND USED MACHINERY FOR SALE.

One 22-in. double head Bauer ball bearing motor driven, Attrition Mills; 1 three pair high 9x18 Allis Feed Mill, in excellent condition; 1 Hess corn and grain drier, new, never has been set up, capacity 1,200 bu. per 24 hrs. For reasonable quotations on all kinds of mill and elevator equipment write or wire **STANDARD MILL SUPPLY COMPANY**, 501 Waldheim Building, Kansas City, Mo.

FOR SALE by W. C. Pitts, 807 Dermon Bldg., Memphis, Tenn.

One Richardson Grain Receiving Scale, 6 bu. cap., \$350; one Richardson 5 to 50 lb. meal scale belt driven, \$350; one Richardson floor portable grain sacking scale, 2 to 3 bu., \$400; three Richardson molasses feed scale, 100 lb. C. P. each \$600; one Eureka duplex agitator mixer, \$217.50; one Eureka all metal No. 1412 scratch feed mixing conveyor, new, \$200.

Have a large assortment of feeders, conveyors and transmission machinery. Write me for oat crimpers and chop mills.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,

9 S. Clinton St., Chicago, Ill.

MACHINERY BARGAINS

HUGHES SLOW SPEED HAMMER MILL (NEW); one Manlift; one Bag Piler; Grain Distributing Spouts; Elevators, all sizes; Belt Conveyors; Spiral Steel Conveyor, all sizes; one 1½ ton Vertical Ball Bearing Mixer; 1,000 lb. Gedge-Grey Mixer; one new Corn Cracker and Grader Combined (Special Price); one Cracked Corn Finisher; one Mash and Dairy Feed Polisher; Car Pullers, Idlers, Pulleys, Shafting and Hangers; 36" Monarch Attrition Mill with two 50 hp. motors; 24" Monarch and 22" Monarch Attrition Mills; 24" Dreadnaught Attrition Mills; Hutcheson and Western Shellers; 2 & 3 pr. high Feed Rolls; Hopper and Platform Scales; Grain Cleaners and Polishers; Blowers; Corn Meal Bolters; Idlers; Paper Pulleys; Corn Crushers; Bag Trucks; 100 lb. Bagging Scale; Casein Grinder; Horseshoe Magnets; one Magnetic Pulley; Rack and Pinion Belt Tighteners. Everything for the elevator and feed mill. **A. D. Hughes Co.**, Wayland, Mich.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

MACHINES FOR SALE.

FOR SALE—Complete molasses mixing plant, new, never been used; manufacturer's guarantee goes with it. Address 61X6, Grain Dealers Journal, Chicago, Ill.

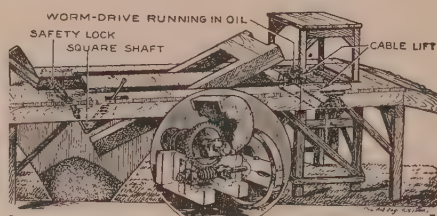
FOR SALE—Brown-Duval Moisture Testers and all other appliances used in determining the moisture content of grain. Address 61W6, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE

WANT TO TRADE an Avery portable bag scales for a good batch mixer. Write DeWine & Hamma, Yellow Springs, Ohio.

MACHINES WANTED.

WANTED—32" or 33" standard make electrically driven attrition mill; must be in good condition and of late make. Address 61X7, Grain Dealers Journal, Chicago, Ill.



NEWELL CONSTR. & MACHINERY CO.
Cedar Rapids, Iowa
Originators of the Electric Truck Dump

Bargain Sale in Soiled and Shelf Worn Books.

Weighing grain in car lots without hopper or platform scales by Fred P. Miller. One slightly damaged copy at half price, 75c. Order "Miller Special."

One Record of Cars Shipped for a record of carloads in the order shipped from one or many stations; copy soiled, used as printer's sample. Order No. 385 "Special." Price \$2.00 and postage, weight 2½ lbs.

Two Railroad Claim Books for overcharge in freight or weight. Each book contains 100 original and 100 duplicate blanks with two-page index and four sheets of carbon; slightly soiled. Very special at \$1.25 and postage. Order "Special 411-E."

ONE GRAIN RECEIVING LEDGER, indexed, especially adapted to keeping individual accounts with farmer patrons; 228 pages, cloth bound, weight 2½ lbs.; slightly soiled. Price \$2.00. Order Form 43 Special.

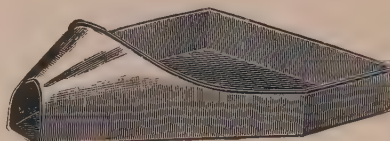
ONE CLARK'S DOUBLE INDEXED CAR REGISTER for track buyers and terminal and primary market receivers gives ready reference to the record of any car. One soiled copy (used as printer's sample) containing space for 21,600 cars, \$1.75 and postage. Order Form 42.

Gold Bricks of Speculation, a study of speculation and its counterfeits and an expose of the methods of bucketshop and "Get-Rich-Quick" swindles. We have a few of these interesting books soiled from display, written by John Hill, Jr., of the Chicago Board of Trade, which we will send on receipt of \$1.00 each and postage to carry. Weight 4 lbs. Order "Gold Bricks of Speculation Special."

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.

SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Grain Size, 2½x12x16½", \$2.00. Seed Size, 1½x9x11", \$1.65.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal 309 So. La Salle St. Chicago, Ill.

SEEDS FOR SALE—WANTED

WE SPECIALIZE IN
ALFALFA BLUE GRASS
SUDAN MILLET and CANE
WRITE FOR SAMPLES AND PRICES
RUDY-PATRICK SEED CO.
Kansas City, Mo.

NORTH AMERICAN SEED COMPANY
MILWAUKEE, WIS.
"QUALITY BRAND"
Hardy Wisconsin Grown Clovers
FIELD SEEDS -- SEED CORN
Write for Samples and Freight Paid Prices

We Are in The
Market for
**CLOVERS—RED TOP
TIMOTHY**
We will send you seed sample
envelopes on request.
CORNELI SEED CO.
ST. LOUIS, MO.

Have only praise for your paper.—Allen
& Corry, Inc., Quincy, Fla.

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,
Seeds Sudan Grass, Soy Beans, Cow Peas
St. Louis, Missouri

LOUISVILLE SEED COMPANY, Inc.
Louisville, Kentucky
Buyers and Sellers of All
Varieties of Field Seeds
Headquarters for Redtop Orchard
Grass and Kentucky Blue Grass

**BUCKEYE BRAND
FIELD SEEDS**
Strictly No. 1 Quality
The J. M. McCullough's Sons Co
CINCINNATI OHIO

J. G. PEPPARD SEED COMPANY
Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

FIELD SEEDS
BUYERS — SELLERS
Glad to Quote
J. OLIVER JOHNSON, INC.
946-960 W. Huron St. Chicago, Ill.
© Reg. J. O. J. Inc.—1928

John L. Kellogg Seed Co.

526 W.
18th St. Chicago
Illinois



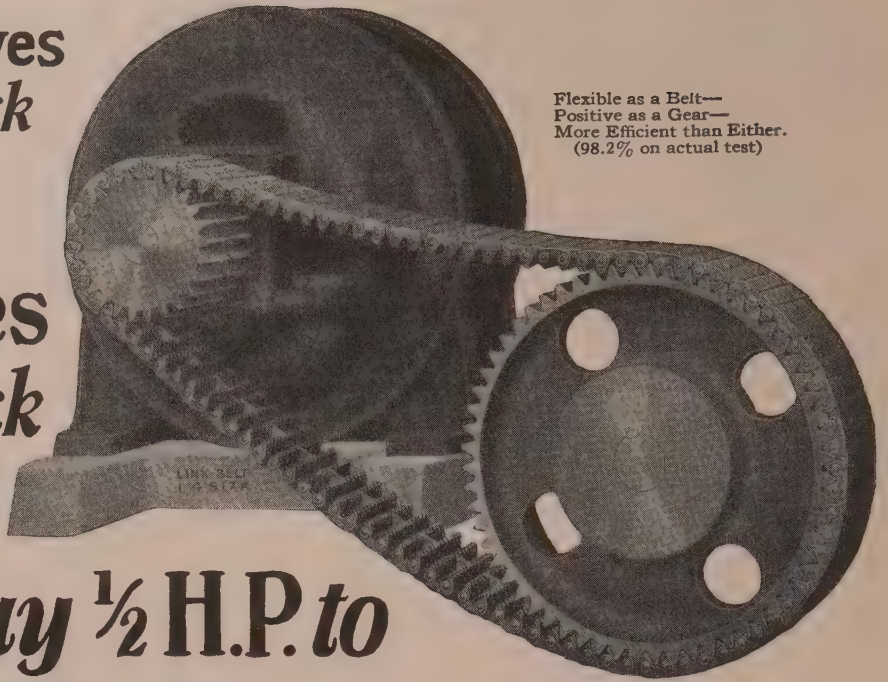
If I take up the grain business again I
sure will want your paper, as it is the best
paper of its kind.—Gus Johnson, Ceresco,
Neb.

Use
**Universal
Grain Code**
and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.
All code words are arranged alphabetically; no ambiguities.
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GRAIN DEALERS JOURNAL

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Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, NOVEMBER 25, 1928

PLUMP BARLEY is considered slightly superior to oats for poultry feeding, according to the Ohio Experiment Station's poultry experts. Both grains may be used to advantage in the layer's ration.

ORGANIZED MILLERS are showing themselves to be more enterprising than the organized grain dealers in taking steps to participate in the consideration of grain crop price stabilization to the end that any measure of control shall benefit rather than harm their industry.

EXHAUST PIPES which are not thoroly protected are so frequently credited with setting fire to the elevator or adjoining power house that we would naturally expect elevator owners to surround it with a metal collar where it passes thru walls and thus prevent its setting fire to the building.

WATER BARRELS and buckets at accessible points on each floor when kept filled with a strong calcium chloride solution provide the best fire protection obtainable at country stations. Everyone knows how to apply water effectively in extinguishing fire and if a supply is at hand most men will quickly use it.

TWO ELEVATORS at Kinde, Mich., were so close together that the burning of one recently resulted in the destruction of both with a loss of \$150,000. It is safe to say that if they are rebuilt the elevators will be placed farther apart so as to minimize the exposure hazard and reduce the cost of insurance.

TILE ELEVATORS have proved so unsatisfactory to users we are at a loss to understand how any grain merchant can now consider erecting a new elevator of tile. Most of the elevator contractors who have had experience in building grain handling plants with this material will not recommend this material for elevator construction. We have published illustrated descriptions of many failures.

THE BANKERS of Christian Co., Illinois, have decided to charge grain shippers 10 cts. per hundred dollars on all drafts made against grain shipments and naturally the shippers are protesting vehemently. Some shippers will dodge this unusual charge by carrying a liberal balance with a leading bank in their favorite market and send their draft with S/O B/L attached direct to the city bank, thus preventing delays in presentation of draft and the accrual of demurrage charges caused by country bankers forwarding draft to destination by a circuitous route.

IF YOU believe in your business and the service you have to offer your farmer patrons why not send them a letter occasionally, telling them what you are prepared to do for them. They are interested in learning what new grain of each crop is grading and what you are paying for the grade being delivered, as well as the merits of each side line you carry. By refreshing your memory on the good points of your business and telling about them you will take more pride in the business and win the confidence and patronage of many new customers. Try it.

THIEVES with the full understanding of the value of red clover seed, sweet clover seed, Grimm's alfalfa seed and timothy seed have been making midnight visits to Ohio elevators so it would seem the part of wisdom for owners of such stocks to insure their property against theft or else employ a vigilant night watchman until the seed has been moved to a guarded warehouse. Seed dealers everywhere should keep on a lookout for the seed advertised in this number and help to apprehend the guilty ones to the end that all dealers may be protected against such losses.

SOME IOWA corn buyers have been warned by members of the legal fraternity that the legal weight of a bushel of ear corn in that state, as well as in some other states, is 70 lbs. Regardless of the legal weights, it has long been the custom of the trade in different sections of the country to take 72 lbs. to 80 lbs. of ear corn at the beginning of the new crop movement to allow for the excessive moisture in the north and the shucks and stalks in the south. The farmers of the north recognize that the water will soon evaporate and the grain dealers cannot hope to sell it at the price of corn, and the farmers of the southwest, whose corn is generally very dry, find it easier to leave the shucks on each ear so as to protect the grain from weevil and recognize that the grain dealer cannot sell the shucks and stalks as corn. So long as farmers persist in selling their grain before it is in marketable condition they must expect the grain dealer to refuse to pay corn prices for cobs, husks and water.

SOFT RED wheat seems not only to be scarce, but much of it is heat damaged and musty and some of it is out of condition so will not stand shipping to a milling wheat market. It is always best to try to sell such inferior grain by sample and before it is loaded into a car. In some markets this poor quality winter wheat is almost unsalable hence it would be to the advantage of country shippers burdened with such stuff to get into communication with feeders and feedmakers before loading.

CLEANERS are proving more profitable for country elevator use than ever, probably because the elevator operator gives more intelligent attention to its operation. Then, too, the cleaners of today are far better than those provided for elevator use twenty years ago. An Illinois dealer is one of the latest users to recommend the installation of cleaners as the result of his own profitable experience in cleaning grain. There seems no excuse for the country elevator operator who has ample room and power to attempt to pay freight on refuse and foreign matter at grain rates in order that he may earn a discount for dockage at destination.

SCOOPERS ARE becoming fewer each year, principally because the railroads refuse to permit their box cars to be used for warehouse purposes and the farmers have learned by experience that it is often very expensive to deal with an irresponsible fly-by-night who has no permanent investment in facilities for marketing their grain to advantage. As a rule these transient Knights of the Shovel have neither experience nor operating capital so they do not last long, but each new crop seems to attract inexperienced merchants who are anxious to make a fortune in handling grain. Sad to relate 99% of them meet with the same fate—bankruptcy.

A NEW REMEDY for oat smut is told of by an Ohio experiment station professor in this number and the same treatment has been tried over a period of four years by Dr. Koehler, assistant chief in crop production at the Illinois College of Agriculture with pleasing success so it seems very likely that oat growers with enterprise will soon be able to treat and obtain complete relief from smut. This disease, which has been an expensive affliction of the oats crop for many years, has long puzzled the scientific experimenters of all of our agricultural stations. The discovery of this new remedy should be hailed with loud acclaim by oat dealers and oat growers.

POISONING RATS with barium carbonate in rolled oats or corn meal, which is recommended by the Government, is one of the most dangerous methods of accomplishing the task, and throws the elevator operator open to suit for damages. The compound is tasteless and odorless and is very poisonous to human beings as well as all animals, including dogs, cats, chickens, etc. In addition to the inconvenience of putting out fresh bait every twenty-four hours and destroying the older bait, as is necessary to be at all effective, this eradicator is objectionable in that the rats usually drop dead in inaccessible places and yield obnoxious odors from their decaying bodies.

Changing the Grading Between Harvests.

Since the first promulgation of rules for grading grain by the Department of Agriculture, several changes in the grading have been made after much of the crop had been marketed. In fact these changes have been made with such frequency as to place the regular established grain elevator operator in constant fear of having the grade and the value of the grain in his elevator changed without notice by the order of the fickle minded Board of Review.

Before the enactment of the Grain Standards Act, most of the changes in the rules governing the grading of grain were made effective with the beginning of the movement of the new crop and care was always exercised to give the trade advance notice of these contemplated changes, so as to prevent the shrinkage of value in grain held by anyone. A change in the interpretation or application of the rules in the middle of a crop movement was never attempted. Even today any changes made in the rules or the grading of grain at Canadian terminals are with the beginning of the movement of a new crop. The Canadian inspection authorities have come to a full realization of the fact that they cannot change either the rules or the grading after a crop has started to move without working great injury to the holders of grain graded prior to the change.

Nothing could be so destructive of any confidence the trade may have in the work of the grain inspectors licensed by the Federal Government as to instruct them without public announcement to change the grading of any grain. It is unfair to the holders of grain and is sure to force many to suffer heavy losses. The law forbids changes in the rules without ninety days public notice, yet the Board of Review orders changes in the grading without any notice or hearings.

We can never forget the expensive experience of Southwestern wheat shippers several years ago when the Board of Review ordered grading down millions of bushels of wheat because of so-called "heat damage," all trace of which was removed before the grain was exported without protest by foreign buyers. In its effort to be extremely technical the Board of Review has worked more injury to the grain growers of the United States than it has ever done good. If the grain handlers are to be protected against these flighty unannounced changes in the interpretation of the rules by the Board of Review, then some law must be enacted forbidding any change in rules governing the grading of grain or in their interpretation after a crop has started to move to market. Without some rigid protection of this character, grain dealers will be kept in perpetual fear of the Board of Review's fickleness.

Before Mr. Volstead was sent to Congress most of the barley grown in the northern states was sold by sample and for malting purposes. Some of it may have been graded by the inspection authorities, but men experienced in the barley trade seldom paid any attention to the grading of the inspectors and some interstate shippers went so far as to refuse to permit the state inspectors to inspect their barley.

The grading of grain by licensed inspectors is conducted primarily for the purpose of facil-

itating the intermarket trading in grain and with the hope of insuring the delivery of the grade specified. Federal supervision of the licensed inspectors of grain was established on the suspicion that all grain inspectors and dealers are not honest, and that some dealers may sell one quality of grain and try to deliver another, not because they want a larger profit, but because they might change their mind overnight as to what actually constituted the grade sold. In order to stabilize the grain business and secure a grading which is uniform, at least thruout the movement of a crop, and so dependable that all buyers and sellers will readily accept it, the Board of Review was established. But alas! the trade is doomed to disappointment for the Board of Review seems even more fickle and flighty than buyers and sellers who are prompted solely by self-interests, and recently it has changed its grading of wheat in the Southwest and of barley in the Chicago district to the complete distraction of dealers everywhere. The uniform grading which the trade has sought for so many years seems even further from attainment than ever.

One thing is certain, the trade can have no confidence in the work of the licensed inspectors if changes are to be made in the middle of a crop movement and without public announcement. To forbid changing either the rules or the interpretation of the rules during the movement of a crop would at least insure uniformity in the grading on each crop and prevent the destruction of values which the previous work of the inspectors grading the crop had established. It is up to the grain trade organizations to get together and insist that the Department of Agriculture permit no more secret changes in the grading without ample warning to the trade. If the Department will not maintain a grading service which is dependable, the grain trade will be forced to abandon dealing in grades and market each crop by type samples just as some firms have always traded in oats and barley.

Jardine Taking Charge of Canada.

Our friends in the Dominion of Canada who are taking exception to the remarks the honorable secretary of the U. S. Dept. of Agriculture has been making about the poor quality of Canadian wheat are unduly alarmed if they think his disparaging comments will hurt the sale of their crop. At home Americans understand the Agriculture Department's propensity to annex and control every manner of activity having no connection whatever with the production of the crops. In its 20 mimeographed pages of "Foreign News on Wheat" of Nov. 21, the Department undertakes to cover every-

thing from Rotterdam to Shanghai, purely as a pretense of doing something for the wheat grower, who in fact cares nothing beyond the price he is paid at the country elevator.

The Board of Grain Commissioners of Canada has made tests of the milling qualities of this year's crop. Flour was made and loaves baked from all grades down to feed under commercial baking and domestic conditions and no difference could be detected between any of the loaves made from grades one to six. The only difference noticeable in the bread made from the feed wheat was that it had not risen so high.

Grain Handler Has Nothing to Fear from Farm Relief Bills.

That government will almost surely intervene in business much more during Mr. Hoover's administration than it did in those of President Harding and President Coolidge is the opinion of a well known banker and economist of Cleveland, O. While this is true it must be qualified by the knowledge that the incoming administration will consult industry before undertaking to cram down the throats of business some ill-considered scheme of control.

Rejection of the equalization fee scheme for the compulsory welding of all producers into a sales organization leaves the field open to the competitive efforts of the middleman. Present proposals of the farm relievers leans to large loans to organized groups of growers. The grain growers have not asked for these billion dollar loans, but the professional agitators have declared that is the medicine they must take whether they like it or not.

How little foundation in fact there is for the assumption that the producers want loans is indicated by the reports of the federal farm loan board Nov. 21 to the intermediate credit banks that they will need to borrow \$60,000,000 to finance the marketing of their crops this year.

The past year the intermediate banks made loans of \$30,774,863 to co-operative ass'ns, of which \$17,634,250 was to cotton co-operatives, small amounts to raisin, rice, wool, tobacco and vegetable growers, while the wheat co-operatives used only \$2,461,516. Considering that the wheat crop is worth over a billion dollars we see that the participation of the pools in wheat marketing is an infinitesimal part of the whole, and that there will be no demand for the billions the agitators propose the next Congress shall loan the growers. You see the agitators hope to be entrusted with the handling of the relief funds, because they profess to being the only true friends left to the grain growers.

THERE are two kinds of discontent in this world—the discontent that works and the discontent that wrings its hands. The first gets what it wants and the second loses what it has. There's no cure for the first but success; and there's no cure at all for the second—George Horace Lorimer.

Transactions in the December, 1926, Wheat Future.

The Federal Government has just issued its third bulletin, No. 79, of what its authors correctly describe as a "series of studies" of speculative trading in wheat futures.

The pamphlet leaves nothing to be desired in the way of completeness of information, the daily operations of 5 leading speculators, 22 hedging accounts, and 42 large traders, as to volume and open position daily, being set forth in great detail. Of course, with a large number of employes salaried by generous appropriations from the Federal Congress, such a voluminous gathering of statistics about the private affairs of these merchants might naturally be expected. While creditable to the office force employed by the Grain Futures Administration, the different studies issued by the Administration, with the cordial co-operation of the business conduct committees of the exchanges, must nevertheless be a great disappointment to the authors of the Grain Futures Act. It was hoped that by spying upon the speculators something could be found to warrant regulatory legislation, particularly a finding that heavy short selling forced the market price down when the news and statistics indicated higher prices for the farmer.

The pamphlet just issued, however, should be very gratifying to the members of the grain exchanges engaged in speculative trading, since it shows that the trade is free from transactions forcing price up or down. The authors of the bulletin have specially directed their attention to pinning the crime of "manipulation," whatever that is, upon the big speculators, and their failure to prove anything of the sort is a reflection upon the drafters of regulatory legislation.

For example, the bulletin, on page 8, shows that 42 large traders were short 5,855,000 bus. of wheat on the Chicago Board of Trade, June 29, and that on Sept. 8 they had increased their short sales to an aggregate of 25,555,000 bus. If it were true that short selling depressed the price, the closing price Sept. 8 would have been very much lower than on June 29, but the low prices of those days were respectively \$1.34½ and \$1.32½. A decline of less than two cents per bushel, for an increase in the short interest of 20,000,000 bus., gives the lie to the Government's interpretation of the effect of short selling on the price level. The Government ignores entirely the effect of the increase in the visible supply of wheat during this time from 11,000,000 bus., on June 26 to 67,000,000 bus. on Sept. 11. Instead of charging up the decline in prices to short selling would not the government have been more nearly correct if it had ascribed the drop to the increase of 56,000,000 bus. in the visible supply during the same time. Altho the visible supply is a prime factor in the price level, this Bulletin of the Government, altho having considerable to say about price changes, makes no reference whatever to the visible supply.

Other deductions made by the Government in this Bulletin are open to question, particularly one made in its press release of Oct. 26 laying stress on the fact, which is true, that when 5 of the leading traders sold the price went down and when those five bought the price advanced that day. The government concludes from this that the price advanced because the big traders bought, thus getting the cart before

the horse. The price advanced because crop and market conditions warranted it, and the big traders, each acting independently thru similar knowledge of the conditions, bought wheat, and thus aided the market to discount the change in conditions.

Although the conclusions drawn by the Government in this pamphlet that big traders move the market at their own sweet will are contrary to the facts, the Bulletin is well worth reading by persons whose intelligent study of the data will lead them to a correct judgment on the legitimacy of Board of Trade transactions.

Would Strengthen Arbitration Agreements.

When a member of the Grain Dealers National or any state Ass'n refuses to arbitrate a difference with a fellow member the only recourse the directors have is to expel the repudiator. Membership in the grain trade ass'ns is so highly valued that very few have chosen to let their membership lapse rather than arbitrate.

A remedy for this situation is provided in the drafted state arbitration act which will be introduced early in 1929 in the legislatures of 37 states by the American Arbitration Ass'n. More than 100 leading trade bodies are behind this movement to secure such uniform comprehensive legislation.

In these 37 states an agreement to arbitrate may be repudiated by either party and there is no way to secure the assistance of the courts to compel the arbitration to proceed. In seven states, New York, New Jersey, Massachusetts, California, Pennsylvania, Oregon and Louisiana, an arbitration agreement is an effective insurance against litigation, since these states bar an action at law over a controversy arising out of the contract and require the parties to settle it by arbitration. Businessmen in cities in those states have an advantage over those in Chicago, Seattle, St. Louis and Cleveland, for example.

With the uniform law in force all commercial disputes would be settled speedily, inexpensively and with finality.

Under the uniform law when a party refuses to comply with an award the Court is required to enter judgment thereon, which is executed in the same manner as a judgment obtained in a suit at law.

RECEIVING FACILITIES of small capacity have proved a trying handicap to many country elevator operators this fall because good roads and pleasant weather have facilitated the rapid marketing of much of the new crop with the result that the old time elevators with small pits and small capacity legs are worried to distraction by the long lines of wagons and trucks waiting to unload. Of course these irritating delays prompt many of the farmers to take their grain to other elevators. Running all night to load out a few cars in order to make room for the next day's receipts is far more expensive than installing fast handling legs that can take care of all grain offered without interfering with the loading of shipments.

Delivery Without Surrender of B/L.

The Supreme Court of Kansas on Oct. 6, 1928, reversed the decision of the Sedgwick County District Court in the suit by Edward M. Kelly against the A. T. & S. F. R. R. Co., for damages growing out of the delivery of a carload of wheat without requiring the surrender of the B/L.

The Farmers Grain & Supply Co., Galva, Kan., shipped a car of wheat Feb. 22, 1921, making draft with S/O B/L notify Hausam-Bateman Grain Co., Hutchinson, Kan., the car, however, being billed to Wichita, where Hausam directed the Edward Kelly Grain Co., to have the car sampled and sold on Consignment on commission.

The B/L not having been presented, at Hausam's request the Kelly Grain Co. deposited with the railroad company its check for \$2,450 as a guaranty to obtain possession of the car and delivery to its buyer, Red Star Milling Co. Later the Hausam-Bateman Co. gave the railroad company a bond on form 2656 conditioned to save the railroad company harmless for delivery without B/L surrender. The Hausam Co. received the proceeds of the sale but never paid the shipper, having become insolvent.

Nearly two years later the Farmers Grain & Supply Co. brought suit against all concerned for \$1,990 damages, alleging conversion of the wheat, and got judgment against the railroad company, the court neglecting the point that claim should have been made in 4 months. In the Supreme Court the lower court decision was reversed as to the railroad company on account of this failure to make claim in the time specified, but allowed it to stand against the Edward M. Kelly Grain Co., and the Red Star Milling Co.

The Kelly Co. paid one-half, \$1,095.75 to the shipper and then sued the railroad company to get it back, but failed, the Supreme Court saying:

The railroad company, if it was not liable to the Farmers' Grain & Supply Co., is not liable to any of the other persons or corporations thru whose hands the shipment of grain passed, unless it committed some wrong against such other person or corporation. None is shown by the record. Under the facts disclosed by the agreed statement of facts, the right of action of the plaintiff is not against the defendant, but is against the Hausam-Bateman Grain Co., which failed to pay the Farmers' Grain & Supply Co. for the wheat after receiving the money therefor from the plaintiff. The record discloses that the Hausam-Bateman Grain Co. is insolvent, but the insolvency of that company does not render the defendant liable to the plaintiff.—270 Pac. Rep. 586.

FEED GRINDING has proved such a profitable sideline for the country elevator operator that many of them now consider their feed business their principal business. However, there are a number of elevator operators who are still grinding feed at such a low price that they do not get the cost of power back. They should have discovered this long ago, but lack of a detailed accounting system has failed to disclose the cause of their annual loss.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C., M. & St. P., 81914 passed thru Antelope, Mont., Sept. 2, leaking wheat on side badly, train crew trying to repair it.—X.

By putting off things beyond their proper times, one duty treads upon the heels of another, and all duties are felt as irksome obligations.—Faber.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Workman's Compensation Liability.

Grain Dealers Journal: Finding the chimney on my residence in need of repair I visited a repair man in Mokena and asked if he could rebuild it for me. He informed me he had been doing jobs like that and that he could. So I told him to go ahead. He told me what material he would want and I ordered this out for him.

Nothing was said about what or how he would charge, it being naturally assumed that I would pay whatever he asked for the job.

After completing construction of the chimney he undertook to remove the scaffolding. In doing so he slipped in some manner and fell from the ridge of the roof, breaking three ribs and suffering other injuries so it was necessary to remove him to a hospital.

The fellow was around 70 years old and suffered occasional dizzy spells, which information came to me after the accident.

No arrangement regarding what or how he was to be paid was made, and I expected to pay him whatever he asked. What is the relationship created? Am I responsible under the Illinois Workmen's Compensation Laws?—H. A. Cole, Grant Park Cooperative Grain Co., Grant Park, Ill.

Ans.: The relationship is that of independent contractor, as the man was to be paid by the job and no supervision was exercised over him, being left to choose his own way of doing the work and erect his own scaffold.

The Illinois Workmen's Compensation Act by the second paragraph of Sec. 5 excludes from the benefits of the Act "any person who is not engaged in the usual course of the trade, business, profession or occupation of his employer," and this case does not come under the Act, Mr. Cole not being in the building repair business.

Would Build Elevator of Tile?

Grain Dealers Journal: Could the Journal give me any information on the practicability of building a 10,000-bu. elevator silo style, with 4 bins, using tile?

Some tell me that would not do. Would that kind of a building do for this country?

Would you advise a cement bottom in bin and pit? Would this kind of an elevator do to store all kinds of grain?—O. D. Stewart, Grainfield, Kan.

Ans.: The use of hollow tile in the construction of bins or tanks for the storage of grain cannot be recommended. Even the builders of large terminal houses have long since abandoned the use of tile because of the difficulty experienced in keeping all seams closed against rain. The loading of the bins invariably result in uneven settling and the spreading apart of the seams so that whenever the wind blows during a rainfall the water seeps in and then when freezing temperature comes on it bursts the tile and the storage room is not usable. It is doubtful whether any grain elevator builder who has had experience with tile storage could be induced to give a guaranty against moisture.

Burned clay, vitrified, and with an impervious glassy surface would seem to be an ideal material for permanent construction; but grain bins have to withstand an internal stress, making it necessary to use metal to tie the blocks together. These metal rods go clear around the tank in a circle and force the construction of the walls in layers without breaking joints. If the blocks in upper course could be dovetailed into the blocks forming lower course the wall would be greatly strengthened, but no inventor has come forward with a means of threading the tie rods thru the blocks.

Another difficulty is the different co-efficient of expansion of iron and steel and burned clay. With cement concrete it is fortunate that the steel reinforcing expands with heat at about the same rate as the concrete, so that the whole remains firmly united.

Patent on Grain Door Valuable?

Grain Dealers Journal: I have an idea on a grain door that I think will meet all requirements. Is there any person holding a patent on a good grain door, and is it being manufactured?

How is the best way to obtain a patent?—L. R. Woods.

Ans.: First make good drawings and specifications and claims for the invention, and show and explain them confidentially to a friend, who thereafter can testify in court or to the Patent Office that you had the idea on that date and are entitled to priority in interference in case some one thinks of the same thing and applies for a patent a few months later. That is almost as good as a patent and costs nothing. Thereafter consult railroad men and grain shippers as to whether the invention meets their approval, particularly the Grain Door Agency, A. E. Schuyler, manager, Chicago, and the weighmasters of the grain exchanges, such as Jos. A. Schmitz, of the Chicago Board of Trade.

Such a study of the marketability of the grain door will disclose whether it is advisable to invest time, money and labor in a patent and in its manufacture. Patent must be applied for within two years.

No door has yet met the unqualified approval of the railroad companies. Some doors have been so good on paper that the weighmasters and railroad men have persuaded the inventor to make several doors and give trials on actual shipments to the terminal markets, only to find that some condition not thought of resulted in failure when tested.

Failure of Bank Collecting Draft?

Grain Dealers Journal: We had a shipment of corn move on Oct. 25, 1928, to a buyer in South Carolina. The draft attached to B/L was presented and paid by the buyer.

Then the collecting bank in turn forwarded its check thru its correspondent in Richmond, Va.; but before the check was cleared at Richmond, the South Carolina bank was taken over by the South Carolina State Banking Dept.

This leaves the shipper holding the bag for the amount of his draft. We wonder if you could cite us to any court decisions covering this case, that is any U. S. Supreme Court, or any South Carolina Court decision.

The facts in this case are identical as those concerning the case of "Motherhead, State Bank Commissioner v. Excello Feed & Milling Co. of St. Joseph, Mo. Supreme Court, Okla. Pac. 833," which decision was published in *Grain Dealers Journal* on Aug. 25, 1928.—R. P. Reid, Circleville, O.

Ans.: A similar case to that of R. P. Reid is *Messenger v. Carroll Trust & Savings Bank*, Supreme Court of Iowa, Northwestern Rep., vol. 187, page 545. *Grain Dealers Journal*, vol. 48, page 708.

A leading case is that of the *Kansas Flour Mills Co. v. New State Bank of Woodward*, where notice had been stamped on the draft that it was not to be commingled with the other funds of collecting bank. Supreme Court of Oklahoma, Pacific Rep., vol. 256, page 43. *Grain Dealers Journal*, vol. 58, page 717.

Altho we have no decision on this point by the South Carolina court the Supreme Court of North Carolina gave a decision Nov. 16, 1926, published in the *Southeastern Rep.*, vol. 135, page 342, and in the *Grain Dealers Journal*, vol. 57, page 733, against the shipper, *Pine Hall Brick Co.*, in its suit to recover of the receiver of the Bank of Hamlet, N. C. Other decisions are:

Dickson v. First Nat. Bank of Buffalo, Okla. Federal Rep. (2d), vol. 26, page 444, *Grain Dealers Journal*, vol. 61, page 187.

Stout Lumber Co. v. Hayes, U. S. Circuit Court of Appeals, Federal Rep., vol. 25, page 841. *Grain Dealers Journal*, vol. 61, page 56.

Gentry County Drainage District v. Farmers & Mechanics Bank, Kansas City Court of Appeals, Southwestern Rep. (2d), vol. 5, page 1110. *Grain Dealers Journal*, vol. 60, page 772.

Vincent Grain Co. v. Docking, Supreme Court of Kansas, Pacific Rep., vol. 265, page 38. *Grain Dealers Journal*, vol. 60, page 508.

Hall v. Bowen-Oglesby Milling Co. Supreme Court of Arkansas, Southwestern Rep., vol. 300, page 412. *Grain Dealers Journal*, vol. 60, page 199.

Hardeman-King Co. v. J. R. Rice Co. Supreme Court of Oklahoma, Pacific Rep., vol.

265, page 102. *Grain Dealers Journal*, vol. 60, page 483.

Stratford Grain & Supply Co. v. City-Commercial Savings Bank, Supreme Court of Iowa, Northwestern Rep., vol. 219, page 496. *Grain Dealers Journal*, vol. 61, page 29.

Baker-Evans Grain Co. v. Ricord, Supreme Court of Kansas, Pacific Rep., vol. 267, page 14. *Grain Dealers Journal*, vol. 60, page 747.

Steele-Briggs Seed Co. v. Spurway, Receiver, U. S. District Court, Iowa, Federal Rep. (2d), vol. 28, page 42.

Ft. Dodge Flour & Feed Co. v. Receiver of Hartley State Bank, Supreme Court of Iowa, Northwestern Rep., vol. 219, page 929. *Grain Dealers Journal*, vol. 61, page 301.

Benedict Flour & Feed Co. v. Rorebeck, Receiver, U. S. Circuit Court of Appeals, Federal Rep. (2d), vol. 26, page 440. *Grain Dealers Journal*, vol. 61, page 324.

Wants Weevil Dope.

Grain Dealers Journal: We are in the market for a weevil dope and wish you would give us the name and address of the best weevil remedy you know of.—J. L. Hipple, Mgr., Ford Co-operative Exchange, Ford, Kan.

Ans.: "Chlorpicrin," the trade name of which is "Larvacide," is the best we know of. The Furniture Fumigation Co. is the nearest distributor. Chlorpicrin is the most effective, safest, easiest applied and cheapest fumigant for grain that is known today. It is the outstanding exterminator for weevil and all other forms of animal life, fungus, bacteria, pest, insect, vermin or rodent infestation to be found in grain elevators, flour mills, warehouses, etc.

Using chlorpicrin does not invalidate your fire insurance policy, the product bearing the stamp of approval of the Mutual Fire Prevention Bureau. Neither will chlorpicrin affect the germination or milling quality of wheat or any seed with which it comes in contact, nor will it taint or stain flour.

Export Bs/L.

British and American shipping companies having decided to withdraw for the remainder of this season the clause in the revised B/L to which exception has been taken the difficulty has been smoothed over.

The National Federation of Corn Trade Ass'ns at a recent meeting in London adopted the following resolution:

That this Federation in general meeting desire to recommend its members the Corn Trade and Milling Ass'ns obtain for their respective members a signed bond not to enter into contract for North American grain on and after Dec. 1, terms of which permit the tender of the new Cunard B/L or Bs/L, similar thereto.

That negotiations be opened with the principal lines operating from North America with a view to securing the withdrawal of the new Bs/L.

That the London and Liverpool Ass'ns be requested to consider the advisability of adopting a provision in their contracts for the Cornus B/L for bulk grain from North American ports.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Dec. 4-5. National Farmers Grain Dealers Ass'n, Chicago, Ill.

Dec. 11-13. Farmers Elevator Ass'n of South Dakota at Mitchell, S. D.

Dec. 18. Farm Seed Ass'n of North America, Stevens Hotel, Chicago, Ill. Business meeting only.

Jan. 23-25. Iowa Farmers Grain Dealers Ass'n, silver anniversary convention, Fort Dodge, Ia.

Feb. 5-7. Farmers Grain Dealers Ass'n of Illinois, at Joliet, Ill.

Feb. 5-7. North Dakota Farmers Grain Dealers Ass'n 18th Annual Convention, Fargo, No. Dak.

Feb. 19-20. Eastern Federation of Feed Merchants semi-annual meeting, Binghamton, N. Y.

Feb. 19-21. Minnesota Farmers Elevator Ass'n, Minneapolis, Minn., headquarters Hotel West.

1929, Kansas Grain Dealers Ass'n, Wichita, Kan.

1929.—Grain Dealers National Ass'n at Peoria, Ill.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Watkins Crossing (Fithian p. o.), Ill., Nov. 15.—New corn is moving well and is of good quality.—H. P. Izard.

Adell, Wis., Nov. 16.—No grain is being shipped, the movement situation remaining the same, farmers using all surpluses for stock feeding.—X.

Oakwood, Ill., Nov. 15.—New corn is moving rapidly. Mostly it has been in good shape to shell, until last night's rain made it a little tough.—R. B. Rodgers.

Bismarck, Ill., Nov. 14.—Corn movement is fairly good, particularly on ear corn. Farmers are husking as rapidly as possible.—L. O. Kentner, Bismarck Grain Co.

Concord, Ill., Nov. 23.—Corn is being shipped out of this station for the first time in two years, and we are enjoying a good movement of high quality grain.—Roy Crouse, agt. C. R. Lewis Grain Accounts.

Baltimore, Md., Nov. 21.—The first shipment of new domestic corn cleared from this port last week, consisting of 40,000 bushels and destined to Holland. Further shipments will be made this week and should continue to increase as liberal amounts are contracted to go abroad.—J. A. Peterson.

Paullina, Ia.—During the month of October the local grain dealers shipped a total of thirty-two cars of new corn. Long & Brown, Paullina Farmers Elevator Co. and Quaker Oats were the three shippers. The new corn shells and weighs out well and the yield is good.—Arthur G. Torkelson, Lamson Bros. & Co.

Chicago, Ill., Nov. 22.—Country offering very little corn to arrive and country advices say it will take colder weather to start movement. The market has well absorbed the early movement and with present advancing market farmers are becoming more inclined to hold their corn.—Kenneth B. Pierce, James E. Bennett & Co.

Montreal, Que., Nov. 14.—Receipts at this market during the month of October, as compared with those for October, 1927, in bushels, were: Wheat, 28,098,930-24,667,789; corn, 126,417-62,470; oats, 1,333,564-812,844; rye, 3,095,198-7,527,075; barley, 10,183,126-8,482,500; flaxseed, 103,975-319,759. Shipments, similarly compared, were: Wheat, 21,495,935-18,715,101; corn, 15,485-9,344; oats, 1,449,805-504,211; rye, 1,714,860-7,070,204; barley, 9,692,660-4,660,195.

Topeka, Kan., Nov. 10.—It is estimated that 3.5% of last year's corn production was still on farms and in hands of Kansas producers on Nov. 1. A year ago it was estimated that 2.3% of the 1926 corn crop was still in farmer's hands. For the last five years it has been estimated that an average of 4% of the preceding years Kansas corn crop was still on the farms of production on Nov. 1.—Kansas State Board of Agriculture, and U. S. Dept. of Agr. Econ.

Seattle, Wash., Nov. 16.—Wheat still in the hands of farmers in the Pacific Northwest showed between 55 and 60 per cent of the 1928 crop unsold. This is a larger proportion of a crop than is usually held by farmers at this time, according to Kerr, Gifford & Co., who compiled the report. The survey indicates that only a few sections are closely sold up. Umatilla county farmers are holding 55 per cent, Walla county 60 per cent, Garfield county 55 per cent, Columbia county, 55 per cent, and Franklin county 50 per cent. In the La Grande district of Union, Baker and Wallowa counties, farmers still have from 50 to 90 per cent of the crop. The Dalles district of Wasco county has 50 per cent. In Arlington district, which includes Morrow, Gilliam and Klickitat counties, holdings range up to 80 per cent. The Spokane district, including Whitman county and the Big Bend country, has 55 per cent. In the Lewiston district a similar percentage remains unsold.—J. F. Lanser.

United Grain Growers, Ltd., recently held an annual meeting at Calgary, at which time several delegates took exception to paying Pres. F. A. Crerar \$21,000 per annum.

Record Receipts at Calgary.

Receipts of grain by the Calgary Grain Exchange during the month of October this year totaled 13,579,000 bushels of which 13,059,000 bushels were wheat, according to a report from C. E. Brookhart, Assistant Trade Commissioner at Winnipeg. This is a record month in the history of the Calgary Grain Exchange, being more than a 50 per cent increase over the same month last year, when 9,356,000 bushels were received.

Total shipments of grain through the Calgary inspection office from the 1st of August to the end of October this year were 19,512,000 bushels, as compared with 10,153,500 during the same time last year.

The wheat grading of October receipts at the Calgary inspection office by car loads were as follows:

58 No. 1 Northern....	15 rejected
533 No. 2 Northern....	37 smutty
1,642 No. 3 Northern....	50 winter wheat
2,200 No. 4 Northern....	3 screenings
1,855 No. 5 Northern....	26 mixed grain
1,431 No. 6 Northern....	5 tough
767 Feed	54 no-grade

Last October about one-quarter of the receipts were tough or no-grade.

Canadian Crop Moving Fast.

The extraordinary rapidity with which the wheat crop of Canada is moving to market is indicated by the deliveries at country points. Since the movement started this year up to Nov. 21 deliveries of wheat to the elevators have aggregated 333,802,187 bus., against 213,746,910 bus. last year, an increase of over 50 per cent, according to W. Sanford Evans.

Coarse grain deliveries are 58,649,838 bus., compared with 32,984,189 bus. to Nov. 21 last year.

L. H. Boyd, chief of the Board of Grain Commissioners of the Dominion which supervises the warehousing, admits that the Board is having a strenuous time. He said: "There are points in the west where all available elevator space is filled and where farmers have grain exposed, and it is at these points that we, with the fullest co-operation of the railways, are trying to assist the farmers in saving their grain. On the other hand, where there is still space available in the country elevators we can allow no discrimination by granting cars out of turn. The ownership of the elevators is immaterial to the board, whose function it is to take care that the grain crop of the west shall be saved as far as possible.

"The railways are making every effort to concentrate cars at points which are most in need of relief. The board, however, has ruled that cars out of turn shall not be permitted except where extraordinary emergency is proved. To vary from this ruling would be to create an untold amount of friction and complaint."

Inspections of grain at all Canadian terminal points during October were 88,891 cars of all grains, an increase of 24,460 cars over October, 1927. The fine weather in the prairie provinces contributed much to the early marketing, and the improved car distribution in the United States due to the functioning of shipper's advisory boards facilitated traffic where Canadian grain contacted with the railroads in the States.

E. A. Ursell, statistician to the Board of Grain Commissioners, reports that "at Fort William-Port Arthur receipts averaged slightly over three million bus. daily, but shipments have also been of record volume, so that no difficulty has been experienced in handling the arrivals expeditiously. A very substantial addition to the handling and storage facilities of the port occurred when the new Saskatchewan Pool Elevator was opened at Port Arthur late last month. Two more additions to existing elevators are rapidly approaching completion also, so it is hardly likely the storage capacity will be filled before the close of navigation. "The storage capacity at Montreal was increased last week by the opening of the new 3,000,000 bus. addition to No. 3 elevator, and the new elevator at Toronto is rapidly nearing completion.

The export movement, whilst of good volume, has not been sufficiently large to avoid the steady accumulation of stocks at all lower lake and seaboard ports. The movement westward at the moment is largely dependent upon space at those points, but in two weeks or so loading of cargoes for storage afloat at ports of destination is expected to commence. Three steamers took storage cargoes from Duluth in October.

Two new elevators in Vancouver for the Alberta Pool and the Midland Pacific Terminal Co. were opened in October, increasing handling and storage facilities there and the new elevator in Victoria is open. Already Vancouver receipts far exceed those of other seasons at this date and the export movement via that route continues steadily.

A very substantial all-rail movement from the head of the lakes to Quebec, for export, at the special rate ordered by the Railway Commis-

sion in September of last year, developed in October. During the month 353 cars went forward containing wheat 246,505, oats 18,000 and barley 230,422 bushels respectively. Since the end of the month further shipments have taken place aggregating 191 cars containing barley 251,307, wheat 35,443 and oats 28,076 bushels.

The visible supply of Canadian grain on Nov. 16 was 36,178,000 at Fort William, 21,563,000 at Eastern American ports, 14,731,000 at Eastern Canadian ports, 10,204,000 at interior terminals, and 9,139,000 at Pacific Coast ports, a total of 91,820,000 bus. wheat, 14,171,000 bus. barley, 5,652,000 bus. oats, and 3,266,000 bus. rye. In the case of every grain this is a great increase over a year ago when the visible included 56,380,000 bus. wheat and but small quantities of the other grains.

Seaboard Cutting Storage Charges.

The Western Maryland Railroad Co., operating a large grain elevator at Baltimore, Md., has announced that it will give storage free after the first 20 days, on Canadian grain.

The Pennsylvania Railroad Co. has retaliated by filing a tariff applying to United States as well as Canadian grain giving free storage after 20 days.

The pre-existing rates were 1c per bushel for the first 20 days or part thereof, and one-twenty-fifth cent for each succeeding day thereafter.

Farmer Sues Pool to Recover Damages

Harold W. Keay, a farmer of Jenner, Alta., has brot suit against the Alberta Co-operative Wheat Producers, Ltd., and Alberta Pool Elevators, Ltd., to recover \$2,500 damages for withholding the proceeds of the sale of his wheat during the four years he was a member of the pool.

Charges made by plaintiff are that:

The Pool loaned money to Pool Elevators, a subsidiary company, without adequate authority, and, furthermore, failed to collect interest on the loans.

That the Pool entered into an agreement with the Canadian Co-operative Wheat Producers, which body is charged with wrongfully

(a) Mixing wheat and making no accounting to the owners of the various grades for the benefits or losses derived through such mixing.

(b) Confusing and mingling the proceeds resulting from the sale of various grades of wheat with the proceeds from the sale of different grades of wheat, both from within and without the province of Alberta, and arbitrarily fixing a price as the selling price of the said grades of wheat delivered by the plaintiff, although such price has no relation to the true selling price of the slide wheat or the government grades with respect thereto.

(c) That the central pool wrongfully deals in options.

(d) Improperly charged against the proceeds of the sale of the grades delivered by the plaintiff, the losses incurred in the unauthorized purchase of grain.

Saskatchewan Grain Inquiry Board Appointed.

For the purpose of investigating "grain marketing," the Saskatchewan government appointed a Royal Grain Enquiry Commission of three members, headed by Chief Justice J. T. Brown. The other two members are John A. Stoneman, Saskatoon, pres. of the United Farmers of Canada, Saskatchewan section, and Dean W. J. Rutherford, of the University of Saskatchewan.

Premier Gardiner stated in an announcement foreshadowed in the last number of the Journal, that this Inquiry Board was being appointed in lieu "of the widespread dissatisfaction with the grading of wheat and the repeated reports to the effect that mixing at the terminals has resulted in the lowering of the standard of the Canadian wheat certificate in Europe," necessitating conducting a thoro investigation of the grain trade.

This commission will hold sessions and conduct investigations in Fort William during its inquiries, commencing the last week in November.

In respect to grading, this board will be investigating the Dominion government, which should become an amusing spectacle. In respect to mixing, it will be investigating the Wheat Pool, which does a big proportion of the mixing.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Annual Bran-Bug Infestation Worse This Year.

Grain Dealers Journal: Your readers will undoubtedly be interested in learning of the unusually heavy run of "bran-bug" infested oats and wheat this year.

The cause is similar to that of weevil, i. e., infestation in the period the grain is still in the farmer's possession.

The effect, in addition to the 1c to 3c discount this grain takes, depending upon supply and demand, is that if left in store the grain will heat and go out of condition.

The remedy is the same your *Journal* recommends for weevil.

I seriously believe country grain dealers should be warned of this hazard and thus spared any unnecessary financial loss.—R. Earl Miller, Updike Grain Corporation, Omaha, Nebr.

Not a Corn Borer in a Carload

Grain Dealers Journal: Our Entomologists are responsible for the statement that the corn borer does not infect the cob. A prominent Canadian farmer offered \$100.00 reward for a corn cob infected by the corn borer, but there was no one to claim the reward.

If the corn cob is not infected by the corn borer, why should a needless tax burden be placed on our people by the employment of useless inspectors?

Why should farmers, grain dealers, transportation companies and others be needlessly harassed by political lame ducks under the disguise of important government inspectors?

A very small number of patriotic persistent persons were able to pigeon-hole the pernicious Purnell Bill, thereby saving ten million dollars to our sufficiently tax ridden farmers and others and silencing the corn borer grafters.

If there is now or ever was any justification for the assumption that the activities of the corn borer was a potential menace to farmers who rotate their crops, the advocates of the government appropriation have failed to support their claims.—E. T. Custenborder, Sidney, O.

Agitators Good for One Thing, Anyhow.

Grain Dealers Journal: I surely wish you would voice my sentiments of a recent good act the agitators put on in urging Congress to call a halt on the expenditure of public funds for new reclamation projects. I see where the "master" of the National Grange even went so far as to propose the transfer of the bureau of reclamation from the department of the interior to the department of agriculture to insure consideration of the effect of reclamation development upon agriculture.

At last some good sense is displayed in a statement of the above individual, who says: "There is no practicability in developing an irrigation program until it is needed. We now have a vast acreage of idle irrigated land. There is no advantage in putting farmers on irrigation projects until there is some assurance that the projects will pay and that there is need for additional food. Every dollar appropriated by the federal government for a new irrigation project is a threat to land values. It has an actual and psychological depressing effect upon the nation's agriculture."

Let the *Journal* congratulate this one good

thought, and enlist the support of the grain dealers of the land in this cause. Incidentally, congratulations on the stand taken on "reformation." There is by far, too much marginal land now under production which just returns bare costs to its cultivator. Keep up the good work.—M. L. Stoetzel, Roseland, Neb.

Pioneers in Compulsory Arbitration.

Grain Dealers Journal: It is our understanding that the American Arbitration Ass'n of New York City has recently sent out a news release indicating that the National Hay Ass'n has endorsed their draft of State Arbitration Act. This is quite true and we wanted to add a word of endorsement to this uniform state law thru a word direct from this office.

As far as investigation has been able to determine, the National Hay Ass'n was the first national trade organization to adopt compulsory arbitration between its own members. The Grain Dealers National Ass'n soon took the same action and others have followed the same course. We know the value of arbitration but there has existed in several states different regulations concerning arbitration and in many states they have not recognized this means of settlement of trade controversies in any way.

It would be of material assistance to have a uniform arbitration act and this is proposed by the American Arbitration Ass'n.

We feel that as much publicity as possible should be given to the movement.—Fred K. Sale, Sec'y-treas., National Hay Ass'n, Winchester, Ind.

The Grain Dealers National Ass'n adopted arbitration rules at its annual meeting in Des Moines, Iowa, Oct. 2, 1901. See *Grain Dealers Journal* for Oct. 10, 1901, pages 380, 381 and 382.

Foreshadows Proposed Marketing Legislation.

Grain Dealers Journal: Your last issue of the *Journal* brought out some real facts on inspection and grading that I know the dealers will appreciate. It comes right now when the trade is facing a change in administration and some effort to better marketing conditions, and perhaps grading. The Trade must shake itself and take stock of how it stands. There are many things that can be adjusted.

No other business is so necessary, so vital to every man, woman and child in the world, as the grain business. Upon it they depend for life, health and happiness.

The grain business is a business of food receipts, of transportation, distribution and service to the world. It is a volume business that encircles the globe and touches every home in every clime.

You meet a man who inquires your line of business. You reply, "grain business" and his mind immediately visions vast fields of waving grain and your business in car loads.

He is more impressed, more interested and more appreciative of the grain business than all the others, because he realizes the vast volume of business handled, and your service to humanity in the knowledge and ability you must develop in your organization to meet the world's demands.

One cannot speak of the grain business without considering the closely interwoven threads which knit together, unite and bind each group together in a perfect finished fabric. It is thus we find the grain business interwoven with the threads of the farm, the country elevator, the receiver or mill, and the food manufacturer. Each group depending upon others' strength, for if a single strand is weakened it threatens the entire fabric. But all must reach back and touch the hand of the farm, for this is the very foundation of the business structure, upon which we build our house of distribution and marketing for the food of the world.

Now every great business has its problems, its difficulties and its losses. And only those who have intimate personal knowledge of all the intricate factors of the business, are in a

position to analyze, study and successfully work out its difficulties or solve its problems.

Within the last five years every line of business has been affected in some way, and at some time, by unfavorable conditions, but no other business has had as much publicity as the farm business.

It has been the golden opportunity for professional politicians, seeking votes. A chance for all the paid agitators of selfish farm organizations to perpetuate themselves and their schemes. A good time for the theoretical, impractical idealists to offer their suggestions.

Yet with all the publicity, propaganda, sympathy and oratorical discussion of the farm problem, neither of these good samaritan groups can or will agree with each other. Each one insists his own plan is the only way out. Neither of these willing workers have offered themselves as laborers for the farmer. To go out and help hitch up his horses, or soil their hands by the work on the farm, or tender him real money from their own pockets. They say "only legislation can heal the wound," only government appropriations for members of boards and their subordinate boards and numerous office help and requirements will solve the problem.

What the farmer wants is immediate help, not two years hence. The farmer knows just who is going to help him and how. Just he himself and his own intimate knowledge and effort. He does not want sympathy or oratory. All he asks is God's sunshine and rain at the right moment. A just and fair inspection and the honest market value for grain in cash, not in promises.

He knows that no legislation will control supply and demand. That no legislation will milk his cows and feed his hogs. That no legislation can throw out a thousand dollars in cash on his clay ground and raise a crop of wheat from it. In short he knows his problems and difficulties can be solved only by his own labor, his experience, ability and skill in the science of production. He knows all the wind whistling propaganda of the past year is but the echo of a false hope.

It is to the little country elevator the farmer looks for advice, encouragement and help. His confidence rests in his country elevator man. Their interests are so entwined, that the prosperity of the one is the prosperity of the other.

What better opportunity is offered the grain business than right now to take an inventory of the business, balance out and check over, the farm, the country elevator, the inspection, the grain exchanges, the receiver or mill and the food manufacturer, to see how they balance, not in dollars and cents, but in their relationship to each other.

Let us start with the farm, check out for purer seed, better threshing, and a sane delivery of sound dry merchantable grain. Check out the country elevator for honesty, for greed for business, by over bidding, under weighing, and shipments not equal to grade sold.

Check out the railroads for delayed transit, poor equipment and prompt claim adjustment. Check out the licensed inspector as to ability and knowledge of the factors, so vital in grade determination. Check out the exchange as to its employees in general efficiency. Check out the weighmaster in the reports of car condition on arrival and accuracy of scales. Check up the daily market letters as to actual arrivals, grades, prices and discounts.

As we closely scan each thread in our invoice of these different groups to find the weakness let us tighten and bind anew each thread in the strength of a more united organization, a desire to give to every contract a new human interest and obligation.

Let us as grain dealers support our State Ass'ns, put something of ourselves in a strong aggressive action to map out a safe and just system in our business. Let us forget the accumulation of dollars, and delve down into the well of suspicion and clean house in our inspection, weighing, discounting and careless shipping. And give to each other the hand of

fellowship and the smile of good cheer, that will cement our business dealing and strengthen the relationship.—L. R. Watts, London, O.

Treatment for "Scabby" Barley.

Grain Dealers Journal: Regarding treating "scabby" barley to make it fit for feeding, your readers may appreciate some enlightenment on what process is best.

In view of the fact that where early infection of the spikelet resulted in undevelopment and consequently a chemical break-down within the kernel and such shrinkages as to render the kernel of such light weight that same was blown out in the threshing process, the late-infected barley seems the only classification necessary to consider. For the treatment thereof the Corn Trade News of London states that German importers are satisfactorily using a three (3) per cent muriatic acid solution, which it is claimed cleans the skin of this "scabby" barley and makes it quite fit for feeding.—Harry Klein, Bartlett, Frazier Co., Chicago, Ill.

Government Reluctant to Attempt Wheat Market Control.

Grain Dealers Journal: Considerable criticism has been heaped upon the present administration because of its failure to enact certain so-called farm legislation. Many have thought that an effort to control wheat prices should lie in governmental supervision. Probably no greater attempt was ever made to advance prices artificially than when the British Government for six years restricted the exports of rubber from Malaya. The experiment which began Nov. 1, 1922, and ended just recently, will always be held an economic catastrophe. We cite an article lately published in TIME dealing on this subject.

Of the world's rubber supply, Great Britain in 1922 controlled about 67%. British plantations in the east, principally in Malaya, produced in that year 300,000 tons. Dutch plantations, in Java and the East Indies, produced only 95,000 tons. Prices were low. In an attempt to boost prices, establish a monopoly, Great Britain undertook, by the Stevenson Restriction Act, to regulate exports from Malaya. The idea was to fix the price of crude rubber at between 30 and 40c a pound.

For a time the restriction was brilliantly successful. Prices soared far above 40c, reached a high in 1925 of \$1.21 a pound, and in that year averaged 73c. United States rubber users, tire makers, were in a public panic. They pressed a campaign of conservation. They began to reclaim used rubber. They started a world-wide search for plantations, where the United States might produce its own supply. They commissioned Thomas Edison to study how to extract rubber from such plants as milkweed. And in 1926 tire makers formed the Rubber Pool to buy a great supply at between 35 and 41c a pound.

Before desperate U. S. remedies could be effected the British plan had failed. England had not counted on the Dutch East Indies. Lured by phenomenal prices, both the Dutch themselves and the Javanese natives pushed production. Last year they furnished 225,000 tons. By 1928 Britain controlled only a little more than half (55%) of the world supply, and could not possibly control prices.

The break came with dramatic suddenness last February. Crude rubber fell to 26.9c in March, 17.2c in April. Members of the Rubber Pool took a staggering loss on their inventories. Many a British speculator accepted ruin. The experiment had failed, finally and disastrously.

Is it surprising that our Government deals reluctantly with plans to control wheat markets, where the issues are even more involved?—Uhlmann Grain Co., Chicago, Ill.

Corn borers are still infesting the crop around Guelph, Ont., despite the fact that more than four million parasites which attack the corn borer were liberated this year. The Ontario Entomological Society held a conference at Guelph to consider further extermination projects. If the political grafters were given about ten million dollars to exterminate the pest, King Corn would soon be free of the borers.

Local Meeting at Pana, Ill.

Grain dealers of the Pana, Ill., territory gathered in the banquet hall of the Frances Hotel at Pana for a dinner and meeting Monday evening, Nov. 19. Chas. A. Stout of Moweaqua was the chairman in charge.

Most of the dealers came early and made use of the extra time to get acquainted with each other, an admirable feature since it does so much to eliminate friction between stations, and operators at those stations.

Crop reports indicated that practically all of the receipts of new corn are grading Nos. 4 and 5, principally on account of moisture. Damage is light, not exceeding 2% in most cases. Shucking is more than half completed. Soy bean harvesting is almost over.

Practically all of the stations that were shipping in great quantities of corn from Nebraska and Kansas last year are now receiving large quantities to ship out and it is of the highest quality.

Lawrence Farlow, Bloomington, sec'y Illinois Farmers Grain Dealers Ass'n, expressed pleasure at seeing the dealers working together so amicably for the benefit of the trade and attending the local meetings in such large numbers.

W. E. Culbertson, Delavan, sec'y Illinois Grain Dealers Ass'n, expressed belief that the grain business can no longer be operated as it was a few years ago. Competition is keen, fighting between stations kills profits, depending upon speculative buying is too hazardous. Costs have increased and must be met whether the elevator does any business or not.

"The country grain business," Mr. Culbertson said, "must be taken out of the speculative class and put on a merchandising basis. The successful dealer of the future will be paying more attention to cost sheets than to the dope sheets."

Chairman Stout said: "Too often handling costs are handled by guess, which is very unreliable. Marketing costs are important. Expenses continue whether the elevator is busy or not and sufficient profit must be made on



Ed. S. Harte, Boonville, Mo., Deceased.

the grain and merchandise handled to cover them. Every elevator would find it profitable to keep an accurate cost record."

A Christian county dealer told about the banks, thru their local ass'n, collecting charges on drafts made against grain shipped out. Those present felt this was an unfair charge, but that it was a problem to be handled by the dealers in that county and felt it might be settled by the dealers approaching the bankers.

It was arranged, on motion made and seconded, to hold the next meeting at Pana on the second Monday in January.

Among the brokers and market representatives present were: S. N. Cavitt, Jas. E. Bennett & Co., Chicago; Sam Durbin and Jess Summers, E. W. Bailey & Co., Chicago; Lew Hill, Indianapolis; Chester Knierim, Langenberg Bros. Grain Co., St. Louis; F. J. Sommers, St. Louis; E. B. Evans, J. C. Hight, Will Hight, H. I. Baldwin, Horace Kapp, Bert Muthersbaugh and E. J. Reed, Decatur.

Elevator operators present included: W. H. Allen, Owaneco; Mr. Connerly, Millersville; E. W. Crow, Blue Mound; Chas. Ekiss, Bethany; Mr. Frame, Rochester; Mr. Honefinger, Owaneco; R. O. Johns, Blackland; Fred Jostes, Boody; Mr. Larick, Willys Station; A. V. Leach, Moweaqua; J. A. Markwell, Elwin; O. H. McDaniels, Radford; R. F. McGrath, Warrensburg; Mr. Rink, Edinburg; Louis Rittger, Morrisonville; Louis Smith, Harvel; C. A. Stout, Moweaqua; L. A. Tripp, Assumption; C. C. Twist, Rochester; E. A. Walker, Bethany, and Otto Young, Stonington.

President Coolidge on Farm Aid.

Speaking before the National Grange at Washington President Coolidge said in part:

The lesson which has not yet been so well learned is that of marketing. One of the greatest handicaps of agriculture is temporary overproduction. The world is hungry to consume all that the farmer ever raises. His difficulty arises from attempting to sell at the wrong time or the wrong place.

The most successful method of meeting this difficulty has been through marketing ass'ns. They have enabled agriculture in a large way to take better advantage of all the agencies of distribution—the bankers, the carriers, the commission merchants, the packers and the millers. This is a movement to unify all the agencies of production, distribution and consumption, so that they can function as a co-ordinated whole which will sell at the right place and at the right time. A fine example of this is the grape exchange recently established in California.

Price-Fixing Fatal.—This movement toward co-operative marketing is still in its infancy. It has sometimes failed thru lack of management, but it is sound in theory, and when conducted in a businesslike way offers the most promising solution to the great marketing problem. It avoids any attempt at price fixing or putting the government into business, both of which would be fatal to the independence of the farmer and in the end would bring disaster.

It likewise avoids the hazardous proposal of a subsidy, which the American people would never be willing to pay for any length of time. It rests on the sound merchandising principle of taking the product and disposing of it in the most advantageous way that shrewd and orderly marketing affords.

Death of Ed. S. Harte.

Ed. S. Harte died Nov. 10 at his residence in Boonville, Mo., after several months' illness of heart trouble. Mr. Harte was born at Washington, D. C., in October, 1858, and for many years resided at Knob Noster, Mo., removing to Boonville in 1918, where he joined with O. F. Kelly in forming the Boonville Mills Co.

His fellow citizens esteemed him highly, and honored him with election to the office of judge of the Johnson County Court. He was a member of the official board of the Boonville Presbyterian Church.

He was at one time president of the Missouri Grain Dealers Ass'n, and was well known in the grain and milling business. Surviving him are his widow and one son, Houston Harte of San Angelo, Tex.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Waynesville, O., Nov. 21.—Wheat off to a good start. Corn good quality, but only fair in yield.—Everett Early.

Riverton, Ia., Nov. 20.—We have a splendid crop of corn. Will move in volume when weather settles.—W. C. Stubbs.

Goodenow, Ill., Nov. 12.—Corn is of fair quality. Very little has moved so far.—Arthur Kieper, mgr., Farmers Grain Co.

Rossville, Ill., Nov. 14.—New corn is moving in good volume and is of good quality except for moisture.—Rossville Grain Co.

New Berlin, Ill., Nov. 22.—Corn is of very good quality and is averaging about 40 bus. per acre.—M. C. Twist, N. C. Twist & Co.

Ashland, Kan., Nov. 16.—Wheat in this territory all drilled and the ground is full of moisture. Think prospects better for crop than last year.—T. H. Urton.

Greenwood, Ind., Nov. 20.—Johnson county farmers are gathering an excellent corn crop. Some have reported a yield of more than 70 bus. to the acre.—W. B. C.

Evansville, Ind., Nov. 20.—The wheat acreage in Pike County is only about 80 per cent of last year's acreage, but wheat is well rooted and many fields are green.—W. B. C.

Beecher, Ill., Nov. 12.—Corn is bright yellow and in good condition except for moisture. Most of it now runs about 23 per cent, which causes it to grade low.—Wm. Werner & Sons.

Ashland, Ill., Nov. 24.—We have an excellent crop of corn averaging over 45 bus. per acre. Most of it is very good quality.—F. W. McLaughlin, mgr. Ashland Farmers Elevator Co.

Tuscola, Ill., Nov. 17.—Corn shucking is more than half finished in this territory and the quality of the crop is good. Yields are averaging from 40 to 60 bus. per acre.—Collins Grain Co.

Catlin, Ill., Nov. 15.—Corn quality is good except for moisture, which grades it down to No. 5 and No. 6. Yields are averaging about 45 bus. to the acre.—W. C. Jackson, Catlin Grain Co.

Chapin, Ill., Nov. 23.—Corn is of excellent quality and a little more dry weather will make it grade No. 3, the right now most of it is grading No. 4.—C. H. Jewsbury, mgr. Farmers Elevator Co.

Correctionville, Ia., Nov. 23.—Only a few farmers in this territory have corn left to pick, most of them having finished recently. Nearly all report a good crop.—Arthur G. Torkelson, Lamson Bros. & Co.

Henning, Ill., Nov. 14.—Our corn crop is of good quality, tho still carrying quite a bit of moisture. It shells well, however, and the farmers are moving it at present prices.—Elmer McNeal, Henning Grain Co.

Archer (Springfield p. o.), Ill., Nov. 22.—Corn is of good quality but grading Nos. 4 and 5 on account of moisture. Yields have been averaging about 38 bus. per acre.—W. E. Frey, mgr. Archer Farmers Cooperative Ass'n.

Ireton, Ia., Nov. 23.—It is reported farmers are paying 11 cents to attract huskers to this territory in an effort to get the corn out before snow falls. Corn is badly down, due to high winds recently.—Art Torkelson, Fort Dodge, Ia.

Moweaqua, Ill., Nov. 19.—Corn yields are about 40 bus. per acre and the quality is the best I've ever seen. Most of it is grading No. 5 but this is because of moisture.—Chas. A. Stout, mgr., Moweaqua Farmers Co-operative Grain Co.

Cherokee, Ia., Nov. 23.—Cherokee County corn shelled immediately after husking has been grading 3 and 4 in a great many cases. There is little number 5 and less sample grade. Husking will practically be completed by Nov. 24th.—Art Torkelson.

Bismarck, Ill., Nov. 14.—The quality of the new corn is unusually good except for moisture, which now runs from 20 to 22 per cent. The wheat acreage is much less than last year and about 15 per cent short of normal.—L. O. Kentner, Bismarck Grain Co.

Hoopsteston, Ill.—Grain dealers met here Nov. 13 and reported an average yield of 35 to 40 bus. of corn per acre. Considerable ear corn is moving, but little has come from the shellers. It is bright and in good condition except that it still carries considerable moisture, mostly 19 and 20 per cent.

Springfield, Ill., Nov. 21.—Hessian fly infestation has been reported in Macoupin, Madison and St. Clair counties. Winter wheat is generally in splendid condition. Rain fell nearly every day of the week, being excessive in the west-central and northwest portions of the state. Corn husking was much delayed by rain and wet fields. Husking is about two-thirds completed. Dirt roads are muddy.—Clarence J. Root, meteorologist.

Frederick, Okla., Nov. 7.—Wonderful rain thruout the county last week and it certainly has made a decided change for the better in our wheat acreage. Wheat that was sown is coming right along now and many farmers are busy putting their acreage in the ground. The demand for seed wheat has been exceptionally good with sufficient on hand to supply all demands. Believe that normal acreage is going in the ground under very favorable conditions.—C. F. Prouty, sec'y, Oklahoma Grain Dealers Ass'n, Oklahoma City, Okla.

Lansing, Mich., Nov. 10.—The acreage of field beans declined because of heavy rains last summer has been determined to be less than was thought. Final survey showed the damaged area smaller than first believed, and many of the badly damaged fields were salvaged. Of the 600,000 acres planted to beans last spring 543,000 acres were harvested. Altho the bean yield was light in the badly damaged areas, it was above average in other sections where harvested acreage was large also. With final yield estimated at eleven bus. per acre, Michigan leads all States in bean production with 5,973,000 bus.—Herbert E. Powell, Commissioner of Agriculture and Verne H. Church, Agricultural Statistician.

Government Report on Minor Crops.

Washington, D. C.—In its report on minor crops the Crop Reporting Board of the Bureau of Agricultural Economics states that:

BUCKWHEAT will not be as plentiful this year as it was in 1927. An unusually large acreage was sown but the yield of 17.5 bus. per acre was 2 bus. below that of last year, and lower than in any year since 1918. As a result total production amounts only to 14,664,000 bus. In 1927 a large crop of 16,029,000 bus. was harvested, but the average for the past five years has been only 13,711,000 bus. The quality this year is somewhat lower than usual.

BUCKWHEAT.

	Yield per acre, 1928.	Production			
		Average, 1922-1926, 1,000 bus.	1927, 1,000 bus.	November, 1928, preliminary estimate, 1,000 bus.	1928, preliminary estimate, 1,000 bus.
Maine	26.0	233	322	312	312
Vermont	26.0	69	52	52	52
New York	17.8	4,246	4,473	4,165	4,165
New Jersey	21.0	117	21	21	21
Pennsylvania	19.5	4,352	4,935	4,426	4,426
Ohio	20.0	472	588	700	700
Indiana	15.0	200	255	225	225
Illinois	14.0	79	97	84	84
Michigan	15.0	760	689	750	750
Wisconsin	16.0	372	382	400	400
Minnesota	12.2	869	1,764	1,281	1,281
Iowa	14.5	83	195	174	174
Missouri	13.0	14	20	13	13
North Dakota	14.5	90	160	160	160
South Dakota	14.5	126	279	232	232
Nebraska	9.5	15	15	10	10
Delaware	17.0	85	37	34	34
Maryland	19.0	168	178	152	152
Virginia	19.2	317	294	269	269
West Virginia	20.0	635	880	820	820
North Carolina	18.0	176	200	180	180
Kentucky	17.0	126	144	153	153
Tennessee	17.0	53	51	51	51
United States...	17.5	13,711	16,029	14,664	14,664

Beans are estimated to produce 17,056,000 bus. this year, compared with 16,891,000 bus. in 1927. The increase results from increased acreage, the average yield per acre showing but little change, 10.2 bus. per acre this year, compared with 10.4 last year, and 11 bus., the ten-year average.

The preliminary estimate of production of white pea beans, grown mainly in Michigan and New York, is about 5,550,000 bus., compared with the relatively short crop of 4,800,000 bus. last year. Large white beans in the same states are about 440,000, compared with 380,000

Sidney, O., Nov. 15.—Farmers here are selling new corn sparingly. They seem to think the price will be higher later. There is also a large percentage of the oats crop yet on the farms. The acreage sown to wheat last fall was but little, if any above 35 per cent of the usual acreage. Corn is yielding about 32 bus. per acre. Quality is very good.—E. T. Custenborder, E. T. Custenborder & Co.

Lansing, Mich., Nov. 9.—The acreage of clover seed is reduced to 63,000 because of the extensive amount of winter-killing that occurred early in the year. The yield of seed is reported to be 1.6 bus. per acre, the same as that of last year. The total production amounts to 101,000, compared with 155,000 bus. in 1927. The acreage of alfalfa seed seems to be increasing in Michigan from year to year. The yield reported this year is 2.5 bus. per acre, compared with 2.4 last year. Sweet clover yielded 4.5 or three-tenths of a bushel less than in 1927. A considerable acreage of timothy seed was cut in some sections of the state, and the reported acreage yield is 3.2 bus. per acre.—Verne H. Church, agricultural statistician, and Herbert E. Powell, commissioner.

Springfield, Ill., Nov. 14.—The average yield of corn on Illinois farms this season is placed at 38.8 bus. per acre compared with 30 bus. last season and the past ten year average of 35.3 bus. State production 374,614,000 bus. against 254,070,000 last year and the past five year average of 320,656,000 bus. Of the Illinois corn crop 88% is reported of merchantable quality, compared with 67% a year ago and the ten-year average of 81%. State soybean yield on a large acreage is above average this season. The average yield in Illinois is reported at 16.5 bus. compared with 13 bus. per acre a year ago and 12.5 bus. per acre in 1926. Cowpeas are not so favorable, with the State average yield reported at 8.5 bus. per acre compared with 9 bus. a year ago and 8 bus. per acre in 1926.—A. J. Surratt, Agricultural Statistician, and R. K. Smith, asst.

last year. Production of the Great Northern is about 1,800,000, compared with 2,500,000, and the Red Kidney about 1,200,000, compared with the relatively short production of 866,000 last year. The Red Mexican has increased about a third owing to a big increase in Idaho, without known change in California. Pintos are about 2,300,000, or 250,000 less than last year. Limas are about the same as last year, large limas being less and baby limas more. As Blackeyes decreased somewhat in California and Pintos increased, and limas made little change, the other beans grown in that state, including the small whites, pinks, cranberry and Bayo are, all combined, about the same as last year. About 93 per cent of the total crop is reported as merchantable. The pick is 5.5 pounds in Michigan and New York and slightly greater elsewhere.

Grain sorghum yields have far surpassed expectations in the entire southern plains region, especially in Texas and New Mexico. The equivalent production for all purposes, and not merely of that harvested for the grain, is about 150,000,000 bus., compared with 138,000,000 last season.

BEANS.

	Yield per acre, 1928.	Production			
		Harvested, average, 1922-1926, 1,000 bus.	1927, 1,000 bus.	November, 1928, preliminary estimate, 1,000 bus.	1928, preliminary estimate, 1,000 bus.
Maine	15.0	96	96	90	90
Vermont	14.0	56	70	84	84
New York	14.5	1,572	1,066	1,305	1,305
Michigan	11.0	6,631	5,094	5,973	5,973
Wisconsin	9.3	90	40	65	65
Minnesota	9.0	99	55	45	45
Nebraska	8.0	24	62	72	72
Montana	14.0	302	800	616	616
Idaho	18.0	1,041	1,706	1,494	1,494
Wyoming	11.1	103	306	222	222
Colorado	3.8	1,201	1,732	1,497	1,497
New Mexico	4.0	530	975	856	856
Arizona	7.0	38	64	56	56
California	18.8	4,607	4,825	4,681	4,681
United States...	10.2	16,335	16,891	17,056	17,056

GRAIN SORGHUMS.

Missouri	23.5	1,367	2,712	2,326	2,326
Nebraska	19.0	402	705	418	418
Kansas	21.4	23,584	32,487	33,106	33,106
Oklahoma	18.0	25,028	34,880	34,524	34,524
Texas	25.0	53,453	55,734	67,025	67,025
Colorado	13.0	2,985	2,840	3,393	3,393
New Mexico	20.0	3,545	2,394	3,760	3,760
Arizona	29.0	1,244	1,800	1,566	1,566
California	33.0	3,448	4,056	4,455	4,455
United States...	21.8	115,055	137,608	150,573	150,573

Madison, Wis., Nov. 13.—This year's Wisconsin corn crop is now estimated at 91,203,000 bus., highest since 1925, and fourth largest crop in history of the state. Over 70% of this year's crop is of merchantable quality. This year's ninety-one million bus. crop compares with 68 million bus. last year, and 73 million bus. in 1926. Clover seed production will be greatly reduced this year from the large crop of a year ago, due to winter damage. Average yield per acre this year is about one and one-half bus. Flax production has declined somewhat from last year, due principally to a reduction in acreage. Yield per acre is slightly higher than a year ago.—Walter H. Ebling, Agricultural Statistician.

Topeka, Kan., Nov. 9.—November estimate Kansas corn yield 27 bus. per acre on 6,723,000 acres for production of 181,521,000 bus. This is 148,000 bus. more than indicated Oct. 1. Last year's crop estimated at 176,910,000 bus. Average acre yield last ten years 17.4 bus. and average corn production for 1922-1926, was 104,466,000 bus. This year makes thirteenth Kansas corn crop in all her history that has exceeded 170,000,000 bus. and 92% thereof will be high medium grade fit for commercial handling. This compared with 92% of 1927 crop and ten year average of 80%. This year's crop good in all sections of state with a slightly higher averages in areas of heaviest production.—Kansas State Board of Agriculture and U. S. Buro Agr. Econ.

Helena, Mont., Nov. 15.—Montana crops are secure and it is now apparent that total production of all crops combined will be somewhat smaller than the big crop year of 1927, although considerably larger than the five-year average total production. Montana farmers laid the basis for a larger production in 1928 than any yet harvested when they increased their acreage of all crops to a total of more than 6% larger than the record year of 1927. However, climatic factors reduced yields of all crops nearly 12% below last year. Compared with the 10-year average yields were 29% larger. Crop estimates remained unchanged for November except for corn. A slightly higher yield per acre in case of corn raised the November estimate to 5,206,000 bus., a slight increase over the forecast of October 1 but well below the 1927 crop of 7,168,000 bus. Montana spring wheat averaged higher in weight per measured bushel this year than last, winter wheat and oats averaged the same and barley averaged a little lighter than last year. Winter wheat, spring wheat and oats weighed heavier than the average for the five preceding years and barley averaged the same as for the 5-year period.—Jay A. Diamond and R. C. Ross, statisticians.

Jefferson, Mo., Nov. 12.—Missouri corn averages 29.5 bus. per acre totaling 193,372,000 bus. from 6,489,000 acres against 172,637,000 bus. from 5,953,000 acres averaging 29 bus. in 1927. The amount merchantable is 85% against 77% in 1927. Corn on farms is 1.9% of last year's crop, the lowest for ten years, compared to 4% in 1927, making the total available corn crop for feeding this coming year, 196,652,000 against 179,677,000 bus. in 1927. Corn husking has become general only recently as fields were muddy from heavy rains during last half of October causing some damage and only a small amount of corn had been gathered up to the first of November. Farmers are ready to crib corn most everywhere when fields dry up. Wheat seeding was completed earlier than last year although part of October was too dry for best germination and a few poor stands are reported. Soy beans were harvested in good shape, although some reports from northeast counties show damage lately not only to soy beans and corn. Southern districts show damage to cow peas, kafirs and sorghums, although these crops were harvested in good shape. Rice promises 400,000 bus. from 10,000 acres against 75,000 bus. on 3,000 last year.—E. A. Logan, U. S. Bureau of Agricultural Economics and Jewell Mays, Missouri State Board of Agriculture.

Agricultural paper may be used as a basis for the issuance of federal reserve notes, under a ruling Nov. 18 by the Federal Reserve Board. Where the agricultural paper has a maturity of more than 6 months warehouse receipts must be used to secure the rediscounted paper. With the issuance of bank notes against grain there should be a preference shown grain as collateral for loans and the funds available for grain should be unlimited. Other industries are entitled to the same consideration as agriculture.

Alfalfa Seed Crop Somewhat Smaller Than Was Expected.

Washington, D. C., Nov. 14.—Alfalfa seed production is now indicated to be 15 to 20 per cent smaller than was expected about Sept. 25. At that time it was estimated by the U. S. Bureau of Agricultural Economics that the crop would be about 65 per cent of the 1927 crop. Reports recently received from growers who had previously furnished information regarding the acreage they intended to cut for seed and the estimated yield per acre indicate that they actually cut nearly 13 per cent fewer acres than they had intended to cut and that the yield per acre averaged about 7 per cent less than they had estimated. The yield per acre for the country as a whole, based on these growers' reports, was 145 pounds, compared with 205 last year.

Canadian Government Crop Report.

Ottawa, Ont., Nov. 13.—Canada's wheat crop for 1928 is 500,613,000 bus. Last year's total was 440,024,700 bus.

The September estimate of the wheat crop was 550,482,000 bus., while the oat crop was estimated in the last report at 474,242,000, and barley at 144,875,000.

The crop of fall wheat this year is given as 18,966,000 bus., as compared with 22,266,000 bus. last year. Spring wheat total for this year is 481,647,000 bus., as against 417,758,000 bus. the year before.

The yields for the other principal crops are estimated provisionally in bus. as follows, with last year's final figures in brackets: Oats, 437,505,500 (439,712,700); barley, 134,452,000 (96,938,000); fall rye, 10,450,000 (11,574,000); spring rye, 4,175,800 (3,376,600); all rye, 14,625,800 (14,950,600). For the three prairie provinces the provisional estimate of the yields of the five principal grain crops are, in bushels, as follows: Wheat, 479,598,000 (414,919,999); oats, 288,940,000 (269,453,000); barley, 112,163,000 (75,486,000); rye, 13,124,000 (13,287,000); flaxseed, 3,396,000 (4,773,000).—Dominion Bureau of Statistics.

Roy H. Monier, of Kansas City, Mo., Missouri State Warehouse Commissioner, was elected vice-pres. of the Chief Grain Inspectors' National Ass'n at the recent Boston convention, instead of Mr. Larkin, as erroneously reported.

Mexico—In view of the poor corn crop harvested in Mexico this year, the Secretary of Industry, Commerce and Labor has declared that steps are being taken to avoid a shortage of that grain, according to Acting Commercial Attache Albert F. Nufer. Not only does he recommend that the present free duty of corn continue, but the Department is also taking steps toward bringing about the abolition of consular fees of all corn imported into Mexico, and to induce the railroad companies to apply minimum freight rates on shipments of corn from ports of entry to points of destination in Mexico. No figures as to quantity are available, but in 1926 Mexico imported 4,303,000 bus. practically all from the U. S.

Chicago Board Asks Permission to Trade in Stocks.

The special com'te of the Chicago Board of Trade to arrange for trading in stocks, composed of Pres. S. P. Arnot, Silas H. Strawn and Thos. Y. Wickham, are in New York to confer with the president of the New York Stock Exchange with a view to obtaining permission to trade in stocks that are quoted on the New York Exchange.

Stocks regularly "listed" on the New York Exchange have a special attraction for investors on the record made by the governing com'te of the Exchange in requiring corporations applying to have their securities listed furnish such a statement of their assets and liabilities and business as will safeguard purchasers of their shares. Promotions that are fundamentally unsound are rejected.

Without getting the consent of the New York Exchange or the companies whose stocks were traded in the Los Angeles Exchange began trading in stocks listed in New York, but soon received warning from New York that unless such trading ceased its ticker quotations would be cut off.

Russian Peasants Burn Farms.

During the months of July, August and September, only 2,227,000 tons of grain were collected compared with 2,859,000 in the corresponding period last season. There is great complaint that peasants are buying grain in the towns and hoarding it.

The outlook is dismal, according to the *Moscow Pravda*, on the eleventh anniversary of the bolshevik revolution, celebrated Nov. 7. Bands of peasants have of late attacked and burned buildings and stores on communists' model farms, destroyed modern tractors and other machinery, and murdered local commissars, and even burned government buildings in many districts.

The promise recently made, assuring the urban population that they would be adequately supplied with bread, and even be permitted to purchase small quantities of wheat flour for the anniversary festivities has failed to materialize as was indicated in the *Moscow Isvestia*. Instead, the sale of flour in Moscow and Leningrad has ceased and supplies of barley meal are exhausted. Rationing of important foods is being introduced in Moscow, according to reports.

Roof-marking of tall buildings such as grain elevators is requested by the Daniel Guggenheim Fund for the Promotion of Aeronautics, as a guide to aviators.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

WHEAT.												
	Nov. 10.	Nov. 13.	Nov. 14.	Nov. 15.	Nov. 16.	Nov. 17.	Nov. 19.	Nov. 20.	Nov. 21.	Nov. 22.	Nov. 23.	Nov. 24.
Chicago	114½	114½	115½	115½	116	115½	115½	115½	116½	116½	116½	115¾
Kansas City	108½	109½	109½	109½	110½	109½	109	109½	110½	109½	109½	108¾
St. Louis	114½	115	115½	116½	116½	115½	115½	116½	117½	117½	117½	116½
Minneapolis	109½	110½	111	111½	111½	111½	111	111½	112½	112½	111½	111½
Duluth (durum)	99½	99½	99½	100½	100½	99½	99½	100½	100½	99½	98¾	98½
Winnipeg	117½	118½	119½	119½	119½	119	118½	119	119½	118½	118½	117¾
Milwaukee	114½	114½	115½	115½	116½	115½	115½	116	116½	116½	116½	115½
CORN.												
Chicago	84½	84½	85½	84½	85½	84½	84½	85½	87½	86½	85½	84½
Kansas City	77½	79½	79½	78½	80	79½	78½	80½	81½	80½	79½	77¾
St. Louis	84½	85½	86½	85½	86½	85½	85½	87½	88½	88½	87½	85½
Milwaukee	84½	84½	85½	84½	85½	84½	84½	85½	87½	86½	85½	84
OATS.												
Chicago	44½	45	45½	45½	45½	45½	45½	46	46½	46½	46½	46½
Minneapolis	40½	41½	41½	41½	41½	41½	41½	42	42½	42½	42½	42
Winnipeg	50½	51½	51½	52½	53½	53½	53½	53½	53½	53½	52½	52½
Milwaukee	44½	45	45½	45½	45½	45½	45½	46	46½	46½	46½	46½
RYE.												
Chicago	103½	101	102½	102½	102½	102½	101½	102½	103½	103½	102½	102½
Minneapolis	96½	97½	98½	99½	99½	99½	99½	100½	101½	101½	100½	99½
Duluth	97½	97½	98½	98½	99½	99½	99½	99½	102	102	101½	100½
Winnipeg	100½	101	102	102½	103½	102½	102½	104	104	103½	103	102½
BARLEY.												
Minneapolis	60½	60½	60½	60½	60½	61	61	60½	61½	61½	61½	61½
Winnipeg	68½	68½	68½	68	68	67½	67½	67½	67½	67	66½	66½

Change in Barley Grading Meeting With Much Opposition

Politicians Favor "Welching" German Barley Importers.

Grain Dealers Journal: Judging from the facts as stated in your Nov. 10 number regarding the U. S. Department of Agriculture favoring German barley importers mid-season with a change in the interpretation of the grades, it appears that politics has wielded a burdensome blow to a large barley crop, demoralizing the market for the benefit of some "welching" German importers. The U. S. farmers and the grain dealers are footing the bill. It is the sentiment that the incoming President will realize the seriousness of this situation and place the grading of grain in the hands of someone having knowledge of what is needed. The Dept. of Agri. told the farmers to "hold" their wheat. What will the Sec'y tell them regarding this barley?—John J. Murphy, Bartlett Frazier Co., Chicago.

Jardine and Department Subject to Court Injunction?

Grain Dealers Journal: Judging from your editorial on this barley situation, and your statement of the law, which clearly stipulates that 90 days' notice in advance of such change must be given by the Secretary of Agriculture, it is the consensus of opinion of all of those with whom I've talked or with whom we have had communication, that the Department is subject to action by anyone affected, that Sec'y Jardine can be restrained from grading barley on the basis of digestibility and palatability for pedigreed German hogs, and that an injunction may be immediately obtained effective throughout the entire United States which would require the Secretary to live up to the letter as well as the spirit of the Grain Standards Act, and place the interpretation of barley grades on the same basis it was before. Which brings us square against the question "Why should politics be permitted to meddle with the grain business?"—Kenneth B. Pierce, James E. Bennett & Co., Chicago.

Piggy Is Rescued. Hurrah!

Grain Dealers Journal: In the long ago, a Spanish Don went forth to battle wind-mills and got a lot of publicity for doing it.

A modern Don has come forth in the form of the Board of Review. But, alas, the old fashioned windmill is out of style and the new fangled ones are way over their heads.

What to do? An inspiration! We'll save some things! We'll save the German hog from death and destruction. We'll save the American hog from death and destruction! We'll save the American farmer from himself. What matters if we hit him below the belt. We must save him!

Nobody knows anything about barley grades except the men who have been interpreting them for years, so we will save everything by demonstrating that we know more about grading barley than anyone else.

What does a mere inspector know about grading barley! or even a Federal Supervisor! They have only our requirements to go by.

How could one expect a Supervisor to have sufficient knowledge or experience to determine whether or not barley was or was not likely to interfere with Piggy's digestion?

Let the supervisors bring us the samples and we will smell it and then make a chemical analysis of it after which a consultation will be held to determine whether Piggy will die or get sick.

Aha! It smells! We can't tell what it smells like, but it smells. It must be scab—so be it! Scabby—Distinctly low quality! Hurrah! Piggy is saved from a bellyache!—A. M. R.

Cash Barley Contracts Going to Winnipeg.

Grain Dealers Journal: I would call it to the attention of your readers that the Board of Review, through its recent new interpretation of barley grades, has demoralized the cash barley market.

Cash contracts are, obviously, being closed out in Chicago and being transferred to Winnipeg, thanks to the department.—E. K. Howard, barley broker, Chicago.

Tell Brookhart, He'll Fight.

Grain Dealers Journal: It is my earnest recommendation that the interpretation of the established barley grades and the unwarranted and unannounced change in them be fully explained to Senator Brookhart. He'll get at the bottom of the trouble and should be influential in straightening matters out.—Bob Swenson, James E. Bennett & Co., Sioux City, Ia.

Barley Grades Interpretation Unwarranted.

Grain Dealers Journal: A radical change has been made in the grading of barley. The Department of Agriculture has discovered an infection of barley designated as "scab," and any considerable amount of this particular damage throws the barley into the "sample" grade with notations of "distinctly low quality,"—"scab." We are told that complaints from Germany against our barley caused an investigation and change in the grade.

In order to be safe, barley should be bought, even though only slightly damaged, as "sample" grade.

The Cash Grain Ass'n of the Chicago Board of Trade recently met and unanimously decided to protest to Washington against the change in the barley grading. Barley good enough in many cases for use of cereal mills and maltsters, showing only a small percentage of this damage, has been thrown into the "sample" grade class which means a big loss to farmers and dealers.

We suggest everybody wiring and getting his farmer patrons to wire the U. S. Department of Agriculture protesting against this change in the barley grades inaugurated in the middle of a crop year without warning.—George E. Booth, Lamson Bros. & Co., Chicago, Ill.

More Chaos Ahead Account Interpretation Barley Grades.

Grain Dealers Journal: On best authority I learn some of the German barley importers are selling out their imported barley at ten to thirty cents BELOW the market for the "account of whom it may concern."

It does not take much drawing on the imagination to prophesy the ultimate outcome of our Department of Agriculture's folly in meddling with clearly established grades. As the result of contemplated hearings the following will result: First there will be some hard feelings between exporter and the American seaboard houses, next between the exporter and the German importer, between the German importer and his wholesalers and jobbers.

Economics teaches us that no country is independent of all others, or ever can be. The American farmer needs the German barley consumer, and vice versa. Why should the U. S. Department of Agriculture upset the economic balance heretofore maintained?

It is a proven theory that that which is not useful must perish and crumble into oblivion. So with the Board of Review, the grain dealer, anyone, who does not constantly perform some useful service. That's the handwriting on the

wall. Let all heed, particularly the Department.—Philip H. Schifflin, P. H. Schifflin & Co., Chicago.

Commission Houses Advising Country Shippers to Hold Barley off Market.

Grain Dealers Journal: Barley shipments from the country usually fall off after the middle of November, due to natural causes, but the little barley offered from the country prompted us to inquire the cause, and we learn the commission houses have advised their country shippers to hold this barley back until this "scab" fright has subsided, which is quite smart.—Roy A. Campbell, Milwaukee, Wisc.

Scab Objection Decreases with Light Receipts.

Grain Dealers Journal: Change of grade on barley in mid-season proved a hardship to the terminal buyers, reflected quickly to all country shippers who had barley on hand or in transit at the time and shortly brought about a decline in values and a limited demand for all barley not good enough for the medium-to-best malting.

However, with the material drop in receipts and improved demand, there has been some recovery in values, for as the barley is getting older and drier, the "scab" objection appears less important.—Walter C. Holstein, President, Mohr-Holstein Commission Co., Milwaukee, Wis.

Barley Going Into Consumption Regardless of Grading.

Grain Dealers Journal: One amusing angle of this entire barley tangle is that regardless of what the incoming barley is being graded, nevertheless the department grading same "scabby" is powerless to keep barley out of the regular channels of consumption, into which it is now going, as before.

So, in the final analysis, the department has accomplished nothing, except to penalize the American farmer, the American country grain dealer, the American terminal elevator operator and the American exporter having large quantities of barley in store.—Ray P. Reid, Circleville, Ohio.

"Scabby" Barley O. K. for Poultry Feed.

Grain Dealers Journal: In addition to the long list of satisfactory uses to which this so-called "scabby" barley has been utilized, as published in the barley-story appearing in the Nov. 10 number of your valued *Journal*, I would like to add that NO complaints have been made against feeding this barley to poultry.—Don Kern, Sheffield Elevator Co., Minneapolis, Minn.

Handle "Scabby" Barley by Sample, Not by Grade.

Grain Dealers Journal: I should like particularly to stress to the barley trade, a point which did not appear in the barley-story you published in your Nov. 10 number, and that is that the trade is requested by the Department to handle barley (since Oct. 26), NOT BY GRADE, except to fill existing contracts, BUT BY SAMPLE.—F. A. Jost, Albert Schwill & Co., Chicago.

Refusing to Sell Barley on Federal Grades.

Grain Dealers Journal: You will be interested to learn that many houses are refusing to sell this crop barley on federal grades.

Those who have "type" samples or trademarks under which they merchandise their fancy or choice barley are naturally using the prestige built up and are selling only on this basis.

It's a pretty mess when adopted government grades are refused.—Steve Burke, Burke Grain Co., Sioux Falls, So. Dak.

British Buyers Will Have Nothing to Do With U. S. Grades.

Grain Dealers Journal: We share with you in your indignation over Government action on the barley grades. We fought the government representatives here for ten years against the grading of barley, but finally they tired us out and established the grades, not allowing us to issue or sell on the official standards of the San Francisco Grain Exchange. We do not think that there has been a pound of barley sold on Federal grades in the northern part of the state, though they are used to some extent in Los Angeles.

We are allowed to export on our own type samples; but could not sell "No. 1 Brewing Barley," or "Choice Brewing Barley" on the standards of the Exchange, which has been the method of business ever since export in barley commenced in this state.

There were many protests against this new Federal system, in fact, the Englishman refused to have anything to do with Federal grades. Finally the Department of Agriculture sent a com'te to England to investigate the situation and after this com'te reported the department retraced its steps and now we are allowed to sell on the standards of the San Francisco Chamber of Commerce.

In fact, all this government agitation which persisted for a number of years came to nothing in the end.—A communication from the Pacific Coast to A. L. Somers, Chicago.

Germans Call "Scabby" Barley Meeting.

Grain Dealers Journal: The Union of Grain & Feedingstuffs Ass'n will shortly hold a special meeting in Berlin, supposedly to discuss "scabby" barley and the liquidation of running contracts for No. 2 barley from America.

It developed at a conference recently held that uniform terms of delivery in Germany could not be agreed upon for barley because there were so many interests to serve, none of whom would concede any technical advantages, and because many of them would not join in the conference.

The German importers at Hamburg will naturally attempt to create public opinion to the effect that all imported American barley goes for pedigreed hog feed, which, obviously from the first premise, is a misstatement, and, continuing, since it (supposedly) is not relished by them all contracts for future shipments should be outlawed through placing an embargo.

The "restriction" which expired Nov. 15 has not been replaced by an embargo as yet.—R. T. D.

More Judgment to Be Used in Sampling "Scabby" Barley.

Grain Dealers Journal: A conference with the Federal officials over the recent radical change in the grading of barley brought out the information that this "scab" damage with which some of the middle-west barley is infected this season is a newly discovered fungus appearing in most of the acreage where wheat was winter killed and barley sown. It seems to be carried over by the straw and corn-stalks with weather conditions happening to be particularly favorable for its development.

This "scab" damage is apparent to the eye usually as a pink or reddish color on the berry but in a certain form may be simply dark colored with a bluish tinge; almost always there is an odor different than smut or must. It might be described as a "dead" smell, something like a "ground" or "weed" odor. The odor is rarely present except when you can see the damage with the eye.

Recently all of the "scab" damaged barley, no matter how slightly infected, has been inspected "sample" grade, because it is claimed to be injurious as hog feed and it has caused trouble in international trade.

Now we are given to understand there will

be more judgment used as to the degree or extent of damage in a particular sample and only slight "scab" damage on otherwise good quality barley may get out of the "sample" grade class.

Maltsters and pearlers are buying such barley when it is good test weight, but we urge that the quality of the barley bought in the country be watched carefully both in respect to damage visible to the eye and by odor as the barley is bought from the farmer.—Joe A. Streicher, J. F. Zahm & Co., Toledo, O.

Scabby Barley Needed Weathering.

Grain Dealers Journal: If the Germans insist on the U. S. Dept. of Agriculture grading barley according to its palatability I wish to cite this instance which has just come to my attention.

One of the farmers here had terribly scabby barley, which his hogs did not relish if anything else was around. Now after this barley had laid around for a month the hogs cleaned it up faster than the farmer could feed it to them. Indicating a little more weather "cure" is desirable.—Jack Plotnicky, Pontiac, Ill.

"Beard-less" Barley Sown Responsible for "Scabbiness."

Grain Dealers Journal: Maltsters, chemists, pearlers, etc., as a matter of fact, anyone long identified with the handling of barley, knows and has long known that "beard-less" barley is of such character and disposition as to suck any poison, rot, disease, or whatnot out of the ground and absorb it within.

Maltsters never have and never will purchase this variety of barley for the simple reason that it is absolutely worthless for their purposes. As a matter of fact, "beardless" has much less of a market or outlet potentialities.

But the dear little agricultural colleges and experiment stations in an effort to further "molli-coddle" the farmer, which seems to be a developing bureau-cratism delight, broadcast and advise that "beard-less" barley be sown, and nothing but.—George Knab (barley broker), Chicago.

Germans Renew Barley "Restriction."

Grain Dealers Journal: The German barley "restriction" which expired Nov. 15, and prohibited the importation of American barley, except from Texas, Oklahoma, Kansas and Colorado, has been renewed to Dec. 31.

The fears of the Department of Agriculture that an "embargo" would follow: the expiration of the "restriction" may again be laid to rest.—R. H. B.

Germans Refused to Cancel Barley Contracts When Offered.

Grain Dealers Journal: I believe you will find that all American export houses offered to accept cancellation of existing barley contracts and that the Germans flatly refused to accept the proposition.

Reviewing the situation with this thought in mind it appears to me that they thought they could bull-doze the federal government into making favorable changes and thus strike a better bargain at the expense of the American farmer and the American grain dealer.—M. K. N.

Germans Speculated on Barley at Expense of Others.

Grain Dealers Journal: One German importer contracted for 450,000 bus. of barley on a \$10,000 capital. He thought the market was going up and used this means to speculate, which now proves to be at the expense of those on this side.

Barley rejected in Germany has been re-exported to the United Kingdom, Antwerp and Rotterdam, who could and would pay for it.—G. A. F.

Protest Change in Barley Grading.

Every barley dealer and grower has been up in arms since the Board of Review changed the grading of new crop barley and many have protested to the Secy. of Agri. because of the change after much of the crop had moved to market. Changing the grading of any grain in the middle of a crop movement is most destructive of crop values and also destroys any confidence the barley dealers may have had in our system of grain grading.

Every grain dealer and grower is directly affected by these quick changes in the grading of grain and should protest vigorously against any change being made during the movement of crop. Any changes made in grading should be promulgated effective before the new crop starts to move. Some of the protests wired to Washington follow:

Milwaukee Grain Commission Merchants Appeal to Jardine.

Honorable W. M. Jardine,
Secretary of Agriculture,
Washington.

In recent regulation for grading barley as "scabby," the members of the Milwaukee Grain Commission Merchants Ass'n as agents for the country grain dealer and farmer see inevitable large financial losses will be reflected back to them. Ruling has caused decline in the market and country holders of barley acquired prior to new ruling and on old grading basis must suffer both from market decline and reduced price at which barley of class affected by new regulations is sold. We would respectfully request you consider ordering suspension of ruling and arrange hearing for all interested persons.—Walter C. Holstein, president, Milwaukee Grain Commission Merchants Ass'n.

Chicago Cash Grain Ass'n Protests

Hon. W. M. Jardine, Sec'y
U. S. Department of Agriculture,
Washington, D. C.

This Association representing commission merchants and grain shippers and a large number of country grain dealers throughout the states of Indiana, Illinois, Iowa and Wisconsin desires to call your attention to the very recent change in the inspection of barley by your federal supervisors at Chicago in suddenly lowering the grades of barley from number four and above to sample grade. This action is very drastic and involves a material hardship not alone on the grain merchant having barley bought and sold both in export and domestic trade, but also in effect will materially reduce the value of the barley in the farmers' hands. In view of the fact that this sudden move has not given the grain trade an opportunity to negotiate or in any possible manner bring about an understanding we protest against this action as being unfair and strongly urge your department issue such instructions that are necessary to correct the matter and put the barley grading back on the same basis under which a large volume of the crop has been graded.—J. J. Murphy, Chairman, Cash Grain Association of the Board of Trade of the City of Chicago.

Milwaukee Elevator Ass'n Protests Grade Changes.

Honorable W. M. Jardine,
Secretary of Agriculture,
Washington, D. C.

The Milwaukee Grain Elevator Operators respectfully protest against ruling Grain Standards Division relative grading barley as "scabby" without being given opportunity of being heard. We believe this change in grade qualifications to be unfair and it is certainly damaging to present holders of barley at terminal markets and country dealers as well as farmers and will result in large financial loss to all of them. We further believe no changes in grading factors should be made in the midst of crop movement and therefore ask for suspension of ruling on "scabby" barley requesting that hearings be held at which all interested parties may have opportunity to appear.—Milwaukee Elevator Ass'n, P. C. Kamm, President.

Among the mothers of invention is economy of time and effort. She played a large part in an invention on which application for patent was recently made by W. C. Wheeler, grain sampler in the Federal Inspection Department in St. Louis. It is an automatic device for sampling wheat being loaded into barges or sea-going vessels. Fastened to the end of a loading spout, it cuts the stream at regular intervals and deposits a small sample in an attached bag, making it possible to get a thoroughly representative sample of all wheat being loaded into the vessel's hold.

Traffic League Considers B/L and Demurrage

The annual meeting of the National Industrial Traffic League was called to order by Pres. C. E. Childe of Omaha in the Hotel Astor, New York, on Nov. 22.

The executive com'te which had met the evening before made a recommendation, which was approved by the meeting, that the League Com'te on Weighing follow the practice of the League Com'te on Diversion and Demurrage in dealing with the Com'te on Weighing of the American Railway Ass'n, in order to get prompt action.

J. S. BROWN, manager of the Transportation Department of the Chicago Board of Trade, chairman of the Car Demurrage and Storage Com'te, presented a report from which the following is taken:

Car Demurrage and Storage Com'te Report.

The following changes in the National Car Demurrage Rules and Charges have been considered by your com'te and have been discussed in joint conference with the Committee on Demurrage and Storage of the American Railway Ass'n: (Words in bold face are additions or changes proposed by A. R. A. Com'te.)

3. When a car placed for loading or unloading whether or not partly loaded or unloaded at point where so placed, is moved by railroad or private power to another point within the confines of the same industry or the same public delivery yard to completely load or unload forty-eight (48) hours will be allowed for the entire transaction. When this railroad makes a charge for the movement any time during which the consignor or consignee has been deprived of an opportunity to load or unload, intervening between the receipt of the order and the subsequent placement of the car will be added to the free time.

NOTE.—Movements made under this paragraph will not be considered as reconsignments for the purpose of applying demurrage rules.

Your com'te has rejected the proposed Note and has submitted to the American Railway Ass'n com'te for its consideration the following substitute, Rule 2-A-3:

"When a car placed for loading or unloading, whether or not partly loaded or unloaded at point where so placed, is moved by railroad or private power to another point within the confines of the same industry or the same public delivery yard to completely load or unload, forty-eight (48) hours free time will be allowed for the entire transaction. When this railroad makes a charge for the movement the time intervening between the receipt of the order and the subsequent placement of the car will be added to the free time." No action as yet on your com'te's proposal.

Demurrage Rule 3-B-1.—Proposed by A. R. A. com'te.

Section B-1.—On cars held for orders (other than orders for actual placement of cars subject to Sections D and E of this Rule) and on cars requiring surrender of B/L or payment of lawful charges whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 a. m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Rule 4—Notification.)

NOTE.—When a car for unloading is not placed on the next regular switch after receipt of order for placement, surrender of B/L and/or payment of lawful charges, the time between receipt of order and placement of car will be added to the free time; if the car is placed on the next regular switch no allowance will be made.

The American Railway Ass'n Com'te has been urging for some time favorable action by the League upon the above proposed Rule 3-B-1. At the last joint conference your com'te agreed to recommend acceptance of the proposed rule, but not the proposed note. Since this is not satisfactory to the American Railway Ass'n Com'te, and as there is no likelihood of the two com'tes being able to agree upon a rule satisfactory to both, it was decided to refer the matter jointly to the Interstate Commerce Commission for arbitration. This has not yet been done.

Demurrage Rule 4E.—Proposed by A. R. A. Com'te.

1. Except as otherwise provided in Note 1, when carload freight is refused at destination, this railroad shall, within 24 hours after being advised of refusal, send notice of such refusal by wire to the consignor or owner when known, at his expense, or when not known to the

agent at point of shipment, who shall promptly notify the consignor, if known.

2. (a) Except as otherwise provided in Note 1, when unclaimed (see Note 2) perishable carload freight has not been disposed of by this railroad and remains on hand undelivered at the expiration of three (3) days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to the consignee or party entitled to receive same, a notice to that effect shall within twenty-four (24) hours thereafter, be sent by wire to the consignor or owner when known at his expense or, when not known to the agent at point of shipment, who shall promptly notify the consignor if known.

(b) When non-perishable carload freight is unclaimed (see Note 2) at the expiration of five (5) days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to the consignee or party entitled to receive same, a notice to that effect shall be sent as provided in paragraph 2 (a) of this section.

NOTE 1.—Notice to the consignor as provided in paragraphs 1, 2 (a) and/or 2 (b) of this section, shall not be sent when this railroad or the initial road haul carrier has been advised by the consignor in writing that such notice is not desired or when consignor or owner has been previously sent or given a notice that car is being held at destination for disposition instructions.

NOTE 2.—Carload freight shall not be considered unclaimed under the following circumstances:

(a) Shipments covered by straight Bs/L:
1. When delivered on other than public delivery tracks.

2. When the consignee or party entitled to receive the freight has paid the freight charges at destination.

3. When the consignee or party entitled to receive the freight has ordered in writing the car either to be held or placed for unloading.

4. When the consignee or party entitled to receive the freight has demanded delivery of the freight in writing, or signified in writing his acceptance of it.

(b) Shipments covered by "to order" Bs/L:
When the Bs/L have been surrendered or indemnity bond furnished in lieu thereof.

This rule has been before the joint conference of the League and the American Railway Ass'n Com'tes for the past seven years. The American Railway Ass'n Com'te reports that many of the carriers are dissatisfied with the present rule, but the changes so far proposed by the American Railway Ass'n Com'te have not been acceptable to the League. Therefore the controversy has been submitted to the Interstate Commerce Commission on two occasions, the last time in October, 1926, when the chairman of both com'tes submitted their arguments in writing. Subsequently, the Com'te of the Interstate Commerce Commission, which arbitrated the controversy, recommended the rule appearing under the heading "Proposed by Interstate Commerce Commission Com'te." That Com'te's recommendation is not satisfactory to either your Com'te or the American Railway Ass'n Com'te.

Your Com'te's principal objection is to paragraph 5 of Note 2, under which constructively placed cars would not be considered unclaimed if consignee had paid the freight charges.

Your Com'te suggested that the wording of paragraph 5 be changed to read: "When constructively placed on other than public delivery tracks where consignee or party entitled to receive the freight has complied with either paragraphs 3 and/or 4 next preceding."

Your Com'te's objection to the rule proposed by the Interstate Commerce Commission Com'te is that many consignees pay freight charges before the cars are placed for unloading, and that in some cases cars on which the charges have been paid are subsequently rejected. In cases of this kind cars so constructively placed would not under the Interstate Commerce Commission rule be considered as unclaimed.

The American Railway Ass'n Com'te is not satisfied with paragraphs 1 and 5 of Note 2, suggested by the Interstate Commerce Commission Com'te, and has proposed that paragraph 5 be eliminated and paragraph 1 be changed to read:

"When actually or constructively placed on other than public delivery tracks or on industrial interchange tracks."

Demurrage Rule 8-D-4.—The American Railway Ass'n Com'te, in order to give effect to its compromise Rule 4-E, has proposed the following Demurrage Rule 8-D-4, which proposal your Com'te has not approved.

Proposed by A. R. A. Com'te.—In case of failure by this railroad to send notice in accordance with the provisions of Rule 4, Section

E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent. In the event the consignor is notified in some other manner, he shall be absolved from demurrage only between the date the notice should have been sent, in accordance with the provisions of Rule 4, Section E, and the date he was otherwise notified.

A notice of a refused or unclaimed shipment sent or given consignor's representative authorized to furnish disposition orders shall be considered as notice sent or given to the consignor.

Claims for refund of demurrage charges must be supported by satisfactory evidence that the charges, if collected, were borne by the consignor.

Demurrage Rule 4-A.—This rule provides that a notice of arrival shall be sent or given consignee or party entitled to receive same in writing or, in lieu thereof, as otherwise agreed to by the railroad and consignee.

The American Railway Ass'n Com'te has reported that some controversies have arisen in cases where consignees have agreed to accept notice by telephone or by messenger in lieu of mailed notice of arrival where such consignee could not be reached by telephone or messenger, and that Com'te has suggested that the following form of agreement between railroad companies and consignees covering other than written notice of arrival of freight be approved by your Com'te:

(Name of Consignee) hereby agrees, until further notice in writing, to accept notice (by telephone, orally, or by messenger) of the arrival of freight, as the equivalent to written notice on this railroad's standard form. It is further agreed that the written notice shall be sent by U. S. mail when the party to be notified cannot be reached in the manner agreed to herein, this agreement for other than written notice being invalid in respect to such mailed notice.

Your Committee recommends that the League approve the amended form.

Demurrage Rule 2-B-1.—Because of complaints from members of the League that 24 hours on reshipped cars is insufficient free time, your Com'te has requested the American Railway Ass'n Com'te to change the rule so as to allow 48 hours free time, it being our position that the reshipping of a car under load conserves equipment and saves the railroad the expense involved in additional time required to unload and reload, and that while it is true the shipper also saves labor and expense, he contributes to transportation efficiency by utilizing car space to the advantage of the railroad, and his contribution should be given greater consideration than is accorded under the present rule.

Our request has been taken under consideration by the American Railway Ass'n Com'te.

W. R. SCOTT, sec'y of the Kansas City Board of Trade, and chairman of the B/L Com'te of the League, presented the following report, which was adopted without opposition:

Report of B/L Com'te.

No-recourse Clause on Prepaid Bs/L.—At the last annual meeting of the League, the B/L Com'te was directed to continue negotiations with the carriers concerning the matter of executing the "no-recourse" clause on prepaid Bs/L. Considerable correspondence has been exchanged with Messrs. Collyer and Morris in an endeavor to secure a conference on this subject, but it has not been feasible to arrange a conference up to this time. However, the matter will be pressed as much as possible.

Changing the Bill of Lading Terms on Account of the Newton Bill.—At the last annual meeting of the League the B/L Com'te was instructed to pursue this subject actively with the carriers in an effort to reach an agreement upon the revision of the terms of the B/L made necessary by the passage of the Newton bill. The result of the negotiations with the carriers following these instructions has been given in detail by the Executive Sec'y in several circulars, the last being circular No. 1089. An agreement was reached with the carriers which required further modification of the law and the matter is now in the hands of the Legislative Com'te for that purpose. We understand that the matter will be discussed in the report of that Com'te.

The matter of obtaining new supplies of B/L forms in view of the pendency of these negotiations is also fully covered in circular 1089 issued by the Executive Sec'y.

Reopening of Export Bill of Lading Case, Docket No. 4844.—The Export Bill of Lading Case, No. 4844, has been reopened by the Commission for the purpose of considering a revision of the export B/L terms in connection with the York-Antwerp rules. As this matter has been committed to a special com'te it has not been dealt with by the B/L Com'te.

Shipments covered by straight bills of lading, consigned to one party with instructions to notify another, etc.: This matter at one time referred to the B/L Com'te for suggestion, is

now in the hands of the Diversion and Reconsignment Com'ite, and no further action has been taken by the B/L Com'ite.

R. C. FULBRIGHT, chairman of the Legislative Com'ite, reported in part:

Legislative Com'ite Report.

Railway Labor Act.—The course of labor disturbance since the last annual meeting of the League leads your Com'ite to recommend that the League advocate amendment of existing law so as to provide that the public shall have the right of presentation and representation in all proceedings in the nature of arbitrations. This should, of course, be limited to proceedings of a more or less formal character, but we do not believe that it should be lawful for government officials to enter into formal conferences in which secret agreements are reached between the railroads and organizations of employees, by which substantial increases will be brought about in the cost of railroad operation, without the shipping public having the right to know what is going on and also the right to submit evidence bearing upon the questions thus being considered.

As a practical matter it is difficult to draw the precise line where the law should give the public the right to know what takes place in such conferences. Manifestly a large amount of the service of mediation must be performed by interviews with representatives of the respective parties, and frequently without it being considered wise or expedient for such negotiations to be made public. But, when the announcement is made to the press that a secret agreement has been reached under the supervision of the Board of Mediation, between representatives of organizations of employees and executives of railroads, in satisfaction of demands, which have been publicly made, for substantial increases in the rates of pay, and that the terms must be kept secret until finally acted upon by the principals, we believe that it is about time that the right of the public should be recognized.

Bills of Lading.—S. 4500, introduced by Senator Watson, of Indiana, and H. R. 12773, introduced by Representative Newton, of Minnesota, have been gotten up at the suggestion of representatives of shippers and carriers, including members of your Com'ite, for the purpose of clarifying the B/L situation as to the statute of limitations on claims.

The B/L Com'ite of the League of which W. R. Scott is chairman, has dealt with this subject in behalf of the League. This bill does away with the provision for giving notice of claims and provides that no B/L shall name any less period for filing claims for loss or damage than nine months from date of delivery (or date when delivery should have been made) and names one limitation period for filing suits which shall be two years from the time claim is declined in writing.

This gives a possible limitation period of two years and nine months or more and does away with the controverted clauses covering cases where no notice of claim or of filing of claim is required. This makes one uniform rule for all cases and means that claims must be filed, but we will have nine months time in which to file them. The House Com'ite has not made any report on the bill, but we understand that they are ready to make report at the beginning of the next session. Your Com'ite recommends that the League endorse the bill and instruct its representatives to undertake to secure its passage at the coming session.

H. D. RHODEHOUSE, chairman of the Com'ite on Diversion and Reconsignment, submitted a supplemental report containing a letter from R. V. Pitt, director of Traffic of the Interstate Commerce Commission, recounting the proceedings in which he acted as arbitrator on the proposed Note 6 to Rule 16. Mr. Pitt wrote that the purpose of the proposed amendment is to provide that the charges applicable on order notify shipments subject to Rule 16 shall also apply on shipments on straight Bs/L consigned for delivery at destinations elsewhere than on public delivery tracks held only for surrender of the original B/L or shipper's order, on which a subsequent movement is necessary to effect delivery at the place designated in B/L. He said "It is the view of your arbitrator that the proposal of the carriers to establish the same charges on 'advise' Bs/L as are applicable under Rule 16 on order notify shipments handled under like circumstances, is reasonable and proper and should be approved."

Mr. Pitt suggested an entirely new rule making the charge the same as upon order notify shipments if B/L or written order is not surrendered to local agent at destination direct by consignee in time to permit instructions to move the car to be given yard employees prior to the expiration of 24 hours after the first 7

a. m. after the day on which notice of arrival is sent or given, to the consignee or party entitled to receive same.

GEO. C. CONN, chairman of the Com'ite on Car Service, reported in part as follows:

Clean Cars for Loading.—With the steadily increasing freight rates which the carriers are receiving a shipper should expect and demand that cars be furnished in a proper condition for loading, and it should not be incumbent on the shipper to have to clean out a car before it is suitable for his purposes, in fact it should be a duty imposed upon the carrier to inspect the cars and to see that they are in proper condition, and if they are not in such condition, it should be the duty of the carrier, without complaining, to put them in a clean and proper condition for loading.

It should not be any more necessary for a shipper to have to condition a car before loading than for a passenger to first sweep out a Pullman car or a taxicab which he may engage, or that shipper should clean out stock cars, for example.

The suggestion which has been made from time to time that railroads charge consignees for failure to clean cars should be co-ordinated with a similar move to allow the same charge to be made against the railroads if cars are not properly cleaned and shippers are obliged to do the work.

The Com'ite referred to the report of the Transportation Com'ite of the Grain Dealers National Ass'n submitted to its annual meeting at Boston Sept. 28, and suggested concurrence in the following resolution adopted by the grain shippers:

Resolved, That the practice of loading cars of grain without due consideration for allowing sufficient space above the surface of the grain to permit sampling will result in an endless number of situations inimical to the best interests of the grain trade of the country, as improper and inaccurate samples of grain can not fail to result in costly errors in grain inspection. Be it further

Resolved, That it is the consensus of this meeting that any movement on the part of the A. R. A. suggesting to grain shippers that they ignore the 24-inch loading rule should be strenuously opposed.

An amendment to the constitution of the League was adopted changing the number of directors from a variable number of 30 or more, to 75, the present number being about 100.

At the annual dinner held on the evening of Nov. 22, Geo. Hannauer, pres. of the Boston & Maine, pleaded for a discontinuance of the "nibbling" process whereby the railroads have had their revenues reduced \$4,000,000,000 the last four years by attacks on the general rate structure.

Officers chosen for the ensuing year are: Pres., W. H. Day, Boston, Mass.; vice-pres., Herman Mueller, St. Paul, Minn.; treas., Roy W. Campbell, Chicago; regional vice-pres., Trunk Line district, H. M. Freer, New York; Central Freight Ass'n district, F. H. Baer, Cleveland; New England district, R. W. Potet, New Britain, Conn.; Southwestern district, U. S. Pawkett, San Antonio; Western Trunk Line district, J. P. Haynes, Chicago; Pacific Coast district, Seth Mann, San Francisco; Northwestern district, C. T. Vandover, Minneapolis; Southeastern district, A. W. Carey, Birmingham, Ala.

Adjourned *sine die*.

A Terminal Shelling Plant.

A corn shelling plant has been constructed in an L of the Pennsylvania Railroad Co.'s Girard Point Elevator, Philadelphia, and probably is the first separate shelling plant on such a large scale to be erected at any terminal market.

The building is 100x24x35 ft. high, with walls of corrugated metal on structural steel framing, with windows on both sides, the roof being of precast tile. Cars loaded with ear corn are moved in by a car puller which also moves out cars filled with cobs or shucks, on the single track entering the house.

Under the tracks are two Western Combined Feeders, Shellers and Cleaners of 1,500 bus. per hour capacity, each feeder being surmounted by a large steel hopper holding a carload of ear corn. Emptying of the car into the hoppers is facilitated by power shovels.

A short leg on each sheller elevates the corn to a screw conveyor of 2,000 bus. per hour capacity, thru which the corn travels to the boot of a loftier leg near the concrete tanks, where the grain is again elevated and spouted into the cupola of the main building. This is a double leg, having two compartments, making it possible to keep the corn from the two shellers separated.

The cobs from the cleaners are elevated by one leg into a tall cylindrical tank of sheet steel, on top of which is the cyclone dust collector. From the tank the cobs are run into cars for removal from the plant.

The power equipment is up-to-date, comprising silent and roller chain drives, furnished by the Link-Belt Co., and a herringbone gear



Improved Corn Shelling Plant of Girard Point Elevator, Philadelphia.

Care of Your Electric Motors

speed reducer on the lofter leg, the several electric motors being of 20 h. p. on the lofter leg, 10 h. p. on the cob leg, two 30 h. p. on shellers, 40 h. p. on power shovels and screw conveyors and 30 h. p. on the car puller.

The shovels, car puller and buckets were furnished by Sprout, Waldron & Co., and the belting by the B. F. Goodrich Rubber Co.

The corn shellers supplied by the Union Iron Works are equipped with Hyatt Roller Bearings.

The plant was designed and erected by the James Stewart Corporation. Harold W. Sinks was in charge of the construction.

A Line Company to Its Agents

We are at this time carrying large stocks of grain in our country elevators. The Rocky Mountain Elevator Co. is carrying part of the fire insurance on grain as well as on the elevators.

Ninety-nine per cent of elevator fires are caused by carelessness on the part of country elevator agents. Any rubbish under the driveway or around the elevator *must be cleaned up at once*. The elevator cupolas must be cleaned at least once a week. Be careful there are no old oil rags allowed to accumulate in your engine room or driveway. See that your fire extinguishers are in working order. Be sure the machinery in the elevator is properly oiled each and every morning. Before you leave the elevator at night go to the top and bottom of the elevator and see if the boxings have been heating during the day. Be sure the cupola windows are closed. A passing locomotive at night could throw sparks in the cupola windows and burn the elevator, thus putting you out of a job and causing the Insurance Company as well as ourselves a heavy loss.

Last but not least—agents must stay on the job at all times. We can not afford to take any chances. Do not leave your elevator to be away at all without permission from this office in writing.

Control of Corn Borer a Failure.

It has cost a lot of money to reach the conclusion that the natural spread of the corn borer can not be prevented or even retarded by any known practical means, said Dr. W. R. Larimer, of the Bureau of Entomology of the U. S. Dept. of Agriculture, over the radio recently.

"By the flight of the moths the natural spread of the insect occurs at the rate of 20 or 30 miles a year. Extermination of the insect would be the only way to stop it. But the caterpillar can live on more than 200 kinds of plants. Extermination would mean the creation of a desert in city, town, and country throughout the entire area of known infestation.

"Altho the corn borer is truly a grave menace to corn growers, the outlook is not as dark as it first appeared. The clean-up method of control has been proved effective in Kent and Essex counties, Ontario, where complete destruction of the corn crop was observed over large areas in 1925 and 1926. Thru the practice of clean-up measures, the borer was reduced in numbers in 1927 and in 1928. The corn acreage, which had been reduced 65 per cent, has this year been increased 25 per cent and very good mature corn is now being harvested in the same fields where complete destruction was experienced three years ago. These results prove conclusively that farmers are both willing and able to control the corn borer once they have personally seen evidence of the severe damage that it is capable of doing.

In the territory where infestation now exists nearest the Corn Belt, over most of this area, the infestation is light, and commercial damage has occurred in this western infestation in only a few fields along a very narrow strip bordering on Lake Erie.

Altho up-to-date electric motors are one of the least complicated and most dependable forms of machinery, yet if the best performance and longest life is to be expected from the motor the two major features of the proper lubrication and care of the insulation must be given careful attention because they concern the most vulnerable parts of the machine.

LUBRICATION.—The designs of bearings and bearing housings of motors, have been wonderfully improved in the last few years. The point has now been reached where bearings of modern motors, whether sleeve, ball, or roller, require only very infrequent attention.

This advance in the art is not yet fully appreciated, for, while there may have been some necessity for more frequent attention in the case of older designs with housings less tight than on modern machines, oiling and greasing of new motors is quite often entrusted to uninformed and careless attendants, with the result that oil or grease is copiously and frequently applied to the outside as well as the inside of bearing housings. Some of the excess lubricant is carried into the machine and lodges on the windings, where it catches dirt and thereby helps in the ultimate failure of the insulation.

The modern designs provide for a plentiful supply of oil or grease being held in dust-tight and oil tight housings. If the proper amount of a suitable lubricant is applied before starting, there should be no need to refill the housings for several months, even in dusty places. Infrequent tho periodic and reasonable attention to modern bearings of any type will tend toward longer life of both bearings and insulation.

CARE OF INSULATION.—Motors should be stored in a dry, clean place until ready for installation. Heat should be supplied, especially for larger high-voltage machines, to protect against alternate freezing and thawing. This is equally appreciable to spare coils.

Motors that have been long in transit in moist atmosphere, or have been idle for an extended period without heat to prevent the accumulation of moisture, should be thoroughly dried out before being placed in service. Machines may also become wet by accident, or they may "sweat" as a result of a difference in their temperature and that of the surrounding air, just as cold water pipes "sweat" in a warm, humid atmosphere. This condition is, of course, very injurious and should be prevented, particularly in the case of large or important motors, by keeping them slightly warm at all times. Current at a low voltage can be passed through the windings, electric heaters can be used, or even steam pipes may be utilized for protective purposes. In the case of extended idle periods, tarpaulins may be stretched over the motor and a small heater put inside to maintain the proper temperature.

DRYING OUT.—If a motor has become wet from any cause whatever, it should be dried out thoroughly before being operated again. The most effective method is to pass current through the windings, using a voltage low enough to be safe for the winding in its moist condition. For 2200-volt motors, 220 volts is usually satisfactory for circulating this drying-out current. Thermometers should be placed on the windings to see that they are being heated uniformly. Temperatures should not exceed 90 deg. C. (Class A insulation.) Applying the heat internally in this manner drives out all moisture, and is particularly effective on high-voltage motors, where the insulation is comparatively thick.

Heat may be applied externally by placing heating units around or in the machine, covering the whole with canvas or other covering, and leaving a hole at the top to permit the

escape of moisture. In doing this, it is essential that there be a circulation of warm air over all the surfaces to be dried. The air should be allowed to escape as soon as it has absorbed moisture. Therefore, the heaters should be so placed and baffles so arranged as to get a natural draft; or small fans may be used to force circulation. Twelve-inch fans set to blow air across the fronts of "glow heaters" and then into the lower part of a machine from opposite sides, and so on up around the windings and out the top, will produce surprising results. The temperature of the winding should not be allowed to exceed 100 deg. C. for Class A insulated motors. Smaller machines may conveniently be placed in ovens, the same temperature limits being observed.

INSULATION RESISTANCE TESTS.—The time required for complete drying-out depends considerably on the size and voltage of the motor. Insulation resistance measurements should be taken at intervals of four or five hours until a fairly constant value is reached. This value should at least equal the recommended A.I.E.E. standard, which is

	Voltage
Megohms =	Kv-a. + 1000
The insulation resistance of dry motors in good condition is considerably higher than this value.	

Obviously the insulation resistance varies over a wide range, depending upon moisture, temperature, cleanliness, etc., but it is a good indication of the general condition of the insulation and its ability to stand the operating voltage. Such readings should be taken before a high-potential test, to determine whether the insulation is ready for such a test, and afterwards to make sure that the high potential has not injured the insulation.

HIGH-POTENTIAL TESTS.—High-potential tests should be made after drying out, or after repairs, to determine the dielectric strength of the insulation. New windings should successfully stand a high-potential test of twice normal voltage plus 1000. There is some disagreement as to the proper value to use for motors that *through cleaning and drying*, the winding of a used motor should stand 150 per cent of normal voltage for one minute.

Small high-potential testing sets are available for such work and are of such capacity that very little damage will result from a breakdown during the test.

PERIODIC INSPECTION.—A systematic and periodic inspection of motors is necessary to insure best operation. Of course, some machines are installed where conditions are ideal, where dust, dirt, and moisture are not present to an appreciable degree; but most motors are located where some sort of dirt accumulates in the windings, lowering the insulation resistance and cutting down creepage distances. Steel mill dusts are usually highly conductive, if not abrasive, and lessen creepage distances. Other dusts are highly abrasive and actually cut the insulation in being carried through by the ventilating air. Fine cast-iron dust quickly penetrates most insulating materials. Hence the desirability of cleaning the motors periodically. If conditions are extremely severe, open motors might require a certain amount of cleaning each day. For less severe conditions weekly inspection and partial cleaning is desirable. Most machines require a complete overhauling and thorough cleaning about once a year.

For the weekly cleaning the motor should be blown out, using moderate pressure, dry compressed air (of about 25 to 30 lbs. per sq. in. pressure). Where conducting and abrasive dusts are present, even lower pressure may be necessary, and suction is to be preferred, as damage can easily be caused by blowing the dust and metal chips into the insulation. On most direct current motors and large alternat-

ing current motors the windings are usually fairly accessible, and the air can be properly directed to prevent such damage.

On the larger a-c. machines, the air ducts should be blown out so that the ventilating air can pass through as intended.

On large machines, insulation resistance readings should be taken in the manner indicated earlier in this article. As long as the readings are consistent the condition of the insulation would ordinarily be considered good. Low readings would indicate increased current leakage to ground, or to other conductors, owing to one of perhaps several causes, such as deteriorated insulation, moisture, dirty or corroded terminals, etc.

CLEANING.—About once a year, or oftener if conditions warrant, motors should be overhauled. Smaller motors, the windings of which are not particularly accessible, should be taken apart.

First, the heavy dirt and grease should be removed with a heavy, stiff brush, wooden or fiber scrapers, and cloths. Rifle-cleaning bristle brushes can be used in the air ducts. Dry dust and dirt may be blown off, using dry compressed air of 25 to 30 lbs. pressure, taking care to blow the dirt out from the winding. As stated before, if the dirt and dust is metallic, conducting, or abrasive, air pressure may drive the material into the insulation and damage it. Hence, for such conditions, pressure is not so satisfactory as a suction system. If compressed air at low pressure is used, care must be taken to properly direct it so that the dust will not cause damage and will not be pocketed in the various corners.

Grease, oil, and sticky dirt are easily removed by applying cleaning liquids like carbon tetrachloride (Pyrene, Carbona), gasoline, or naphtha. All of these liquids evaporate quickly and, if not applied too generously, will not soak or injure the insulation. Carbon tetrachloride is best and is recommended because it is non-inflammable.

In case one of the other liquids must be used, it should be applied out of doors or in a well-ventilated room. It must be remembered that gasoline or naphtha vapor is heavier than air and will flow into pits, basements, etc., and may remain there for hours or even days. The casual smoker, a spark from a hammer or chisel, or even from a shoe nail may cause a serious explosion. Therefore, proper ventilation of the room is essential and may require specially piped ventilating fans. In using carbon tetrachloride the explosion hazard is eliminated, but some ventilation is required to remove the vapor, which might affect the safety and comfort of the workmen.

There are several good methods of applying the cleansing liquid. A cloth, saturated in the liquid, may be used to wipe the coils. A paint brush, dipped in carbon tetrachloride, is handy to get into corners and crevices, and between small coils. Care should be taken not to soak the insulation as would be the case if coils or small machines were dipped into the liquid.

Probably the best method of applying the liquid is to spray it on. A spray gun, paint spraying appliance, or an ordinary blow torch are often used with good results, although the latter device is apt to give a heavier spray than desirable.

An atomizer will give excellent results, using a pressure of about 80 lbs. if the insulation is in good condition, or 40 to 50 lbs. if the insulation is old. The atomizer should be held not more than five or six inches away from the coils.

While the insulation will dry quickly at ordinary room temperature after such cleaning methods, it is highly desirable to heat it to drive off all moisture before applying varnish. This heating or drying-out process has already been discussed and, therefore need only be mentioned here.

If the motor can be spared from service long enough, the insulation should be dried out

by heating to from 90 to 100 deg. C. While warm, a high-grade insulating varnish should be applied. For severe acid, alkali, or moisture conditions, a black plastic baking varnish is best, while for conditions where oil or dust are present, a clear or yellow varnish should be used.

The varnish may be sprayed or brushed on. For small stators or rotors, it is best to dip the windings into the varnish, cleaning off the adjacent metal parts afterwards by using a solvent of the varnish. After applying the varnish, the best results are obtained by baking for six to seven hours at about 100 deg. C. Experience with particular conditions of operation, or the condition of the insulation, may indicate the desirability of applying a second coat of the same varnish, followed again by six to seven hours of baking at 100 deg. C.

If the machine must be put back in service quickly, or if facilities are not available for baking, fairly good results will be obtained by applying one of the quick-drying black or clear varnishes which dry in a few hours at ordinary room temperatures.—From the *Dodge Idea*.

The High Cost of Promotion.

High-powered promotional tactics have been used not infrequently in the formation of farmers' co-operatives, says the Division of Co-operative Marketing of the Bureau of Agricultural Economics in its news release of Nov. 24.

A comparison was made by Cornell University for New York State of the costs incurred by farmers who were organized by professional promoters and those who organized their own ass'ns:

The average initial investment in 17 ass'ns promoted by outside organizers was \$4,160.29, or \$122.36 per member. The average investment in 21 farmer-organized ass'ns was \$2,223.33, or \$57.01 per member.

Altho it may have been true that the promoted ass'ns were provided with better buildings and equipment than the farmer-organized ass'ns, the difference was not apparent, since at time of dissolution the assets of the former group averaged \$1,398.53, and the latter \$1,355.95, a difference of but a few dollars. The corresponding liabilities were \$4,295.59 and \$2,510.47. The losses per member were \$85.20 and \$20.60, respectively.

An interesting fact brought out in a comparison of membership indicates that only 35 per cent of the promoted ass'ns increased their membership after the organization period, while 76 per cent of the farmer-organized group gained strength.

All this happened in New York State fifteen or more years ago—long enough for people to forget. As a result, by 1924 the time was about right for another period of promotional activities.

In the formation of local or large-scale ass'ns there is frequently a need for the assistance of experienced organizers who are thoroughly familiar with organization plans and procedure as well as membership campaign methods.

It is not against such activities that these remarks are directed. There is a vast difference, however, between legitimate organization activities sponsored by farmers and the type of promoted organization referred to in this article. The former will be organized at a minimum of expense and with excellent prospects of success. The latter are likely to be costly and of short duration.

Lorders of Hamburg, Germany, are reported to be in the hands of trustees, having been declared bankrupt when all attempts at negotiating with creditors failed. Financial difficulties resulting from scab-infested barley is given as the cause.

An increase in the tariff on the importation of Argentine corn is proposed. This South American country sells an average of two million bushels along the coast where a cheap water haul may be taken advantage of. Argentina proposes to start a trade war against American goods in case the tariff is increased.

Progress on the Illinois Waterway.

FROM AN ADDRESS BY WM. MULVHILL, SUPERVISOR OF ILLINOIS WATERWAY CONSTRUCTION, BEFORE THE AGRICULTURAL CLUB AT CHICAGO.

The Illinois and federal governments are co-operating in building a nine-foot channel through Illinois. The inland waterway when completed will have a nine-foot channel from Chicago to New Orleans, and on the Ohio river from Pittsburgh to the Mississippi and on to the gulf port.

The state of Illinois is financing the building of the nine-foot channel as far as Peoria. From that point to the Mississippi the federal government is responsible for deepening the channel.

FIVE LOCKS.—The state will have five locks built and open to navigation by the spring of 1931. These locks lie between Lockport and Peoria. Two of the locks already are completed at Lockport and Marseilles. The lock at Starved Rock is completed with the exception of the steel work which is now going in. A fourth lock at Brandon Road is now under construction, and the fifth, which will be a much less expensive structure than the others, will be erected at Dresden Island, a short distance south of Lockport.

The Dresden Island lock will be started this fall or early next spring. The construction of this lock is not so pressing as the others and its completion will require less time.

The federal government has promised to complete its work of deepening the Illinois river below Peoria also by 1931, so the channel will open to water traffic.

The locks below Lockport are necessary to back up the water so as to insure a channel of the required depth. Between Chicago and Lockport, the drainage canal is already much deeper than nine feet at normal stage, but the canal has been used comparatively little for navigation because there was no outlet below Lockport.

To prevent flooding the surrounding country, retaining walls are being erected above the dams on both sides of the stream. Some of these walls are already built and others are being erected.

Thus the portion of the Illinois waterway between Lockport and Grafton at the mouth of the Illinois river, a distance of some 235 miles, will be open for traffic with a nine-foot channel within three years.

THE MISSISSIPPI between Grafton and St. Louis has only a six to seven-foot channel at all stages, and below St. Louis to Cairo only an eight-foot channel.

STANDARD LOCKS.—The locks on the Illinois, Ohio, and other rivers included in the inland waterways system are all of standard width and construction so as to accommodate standard-sized vessels and barges. This is of tremendous importance, because the same boats and equipment can be used over the entire system.

Anticipating the back-to-the-river movement, Burlington, Iowa, recently dedicated a \$225,000 municipal dock on the Mississippi river.

Russia will have practically no surplus grain to export this year on account of the unfavorable distribution of this year's crop over the various grain districts, only the lower grades being available, according to Prof. Kaufman, in the *Ekonomitscheskaja Shisn*.

Demand for nitrogen by farmers can only be supplied to the extent of eight-tenths of one per cent of the total used through the operation of power at Muscle Shoals nitrogen production plant, according to Sec'y Jardine.

Cornstalks are made into paper of superior quality by the Cornstalk Products Co., of Danville, Ill., and has been used successfully by the *Commercial-News* of that city in printing photogravures of the cornstalk products factory.

Export Elevator at New Pacific Port

The town, or city as it is now called, of Longview, Wash., was founded by the Long-Bell Lumber Co. five years ago. It is located at the junction of the Cowlitz River with the Columbia, at a point where a large natural turning basin is provided in the river, and is fifty miles from the open sea, and 50 miles below Portland. It is an ideal location for development of a deep sea port.

Grain reaches Longview over three trans-continental railroads, the Great Northern, Northern Pacific and Union Pacific, tapping the Inland Empire.

The City of Longview did not grow haphazard. After purchasing all the land in the valley the Long-Bell Lumber Co. decided that its mammoth sawmill development would be aided by creating a city on the site. Before any buildings were erected men with nationwide reputations as city planners were called in, and the town was laid out in detail for future development. The first public building was completed and the city dedicated in July, 1923. In five years its population has grown from nothing to 12,000.

The Port of Kelso is a public commission formed to provide and administer public facilities on the waterfront. The Port property has an ideal situation at the foot of Oregon Way, and wharfage and sheds have been built for the handling of general cargo. Much attention is paid to bringing diversified interests to Longview, and in line with this policy authority was voted by the ratepayers of Cowlitz County authorizing the Port Commissioners to sell bonds for the construction of a grain elevator on the port property. Before construction was started this elevator was leased for a period of 10 years to the Longview Grain & Elevator Co., formed by Mr. R. A. Long for the purpose of operating this one plant.

The plant is laid out to be the first unit of a million bushel fireproof terminal elevator, with a workhouse of ample handling capacity to operate treble the amount of storage now constructed.

THE WORKHOUSE is about 75x39 ft. and 180 ft. high above foundation piles, with 27 rectangular bins of 115,000 bus. capacity, all of reinforced concrete construction. The cupola above is of structural steel, corrugated iron covered.

Two receiving legs of 8,000 bus. capacity take grain from four trackpits. In addition to the two 8,000-bus. receiving legs there is located in the workhouse a 15,000 bu. shipping leg which can draw from all bins in the workhouse by direct spouting and from all of the 14 bins of the storage by a 36-in. basement belt conveyor traveling 800 ft. per minute. These three legs run to the cupola of the workhouse and discharge thru 2,000-bu. ganners to three Fairbanks Hopper Scales, the two receiving scales being of 2,000 bus. capacity and the shipping scale of 1,200 bus. capacity. The shipping scale has a 36-in. valve to insure quick delivery to the gallery belt, also running 800 ft. per minute.

Distribution below the receiving scales is by mayos on the bin floor, each receiving leg being able to spout direct to 70% of the workhouse bins and each receiving leg reaches by direct spouting the bins serving the cleaning machine, the scouring machines and thence the washing machines on the ground floor. The shipping leg mayo distributor spouts direct to 75% of the workhouse, and also to two 36-in. belts extending out above the storage bins. Belts above the storage are also reached by direct-spouting from both of the receiving legs and the cleaning leg.

In addition to the main elevator legs an auxiliary elevator leg is provided for the cleaning machine, one for the washing machines and a twin scouring and screenings leg for operation of the scourers. These legs run to the under-

side of the scale floor and discharge thru telescopic spouts operating in conjunction with the mayo spouts on the bin floor. The plant can handle 30 cars per day of sacked grain.

The cleaning equipment on the ground floor consists of one No. 9 Monitor Warehouse Separator, two No. 310 Wolf Dawson Wheat Washers and two No. 9 Monitor Scourers, also an Emerson Separator. Fixed spouting is arranged so that a maximum number of bins deliver direct to these machines, and the bin plan is so laid out that the legs receiving from these machines discharge to the remaining bins of the workhouse or to the belt extending out over the storage.

The main leg drives are double helical Falk Gear Reduction Units directly connected to the G. E. Motors of the ball bearing type, which are used thruout the plant.

THE STORAGE ANNEX is about 40x100 ft. and 120 ft. high to top of cupola, composed of 10 tanks 20 ft. in diameter, in two rows, spaced 20 ft. from the working house, to leave room for a future track. In this space are mounted the dust collectors. The tanks are of reinforced concrete, the cupola being of structural steel covered with corrugated iron. The top parts of the two end tanks nearest the dock are used as shipping bins and have a capacity of 10,000 bus. each, the storage capacity in the annex being 24,000 bus.

In the basement is the 36-in. belt conveyor delivering to shipping leg. Over the bins are two 36-in. belts, one of which is provided with a tripper for discharge to the various storage bins, and the other of which discharges to the two shipping bins.

THE TRACK SHED is of structural steel covered with corrugated iron and houses two tracks served by 400 ft. of double rail track, with 400 ft. of double lead track on the incoming end. Under the tracks are pits each holding 2,000 bus., and having interlocking valves to feed upon two 36-in. belts discharging to the

two receiving legs. Three of the four track pits are arranged for unloading sacked wheat, with one pit provided with power shovels for handling bulk grain.

THE SHIPPING GALLERIES are of timber and contain a 36-in. connecting belt receiving from the two shipping bins and discharging to dockspout on the wharf front and to a second shipping belt parallel to the wharf front, which in turn delivers to a second dockspout 100 feet from the first. The shipping belt also delivers to two timber sacking bins of 3,500 bu. capacity, and there is storage room in the sacking shed below the shipping gallery for 20,000 bu. of sacked grain.

Wharf construction is the usual Columbia River type, timber piles with timber decking, and includes 400 ft. of wharf front together with connecting jitney runways which are designed to permit direct transfer of sacked wheat from freight cars to ship's side.

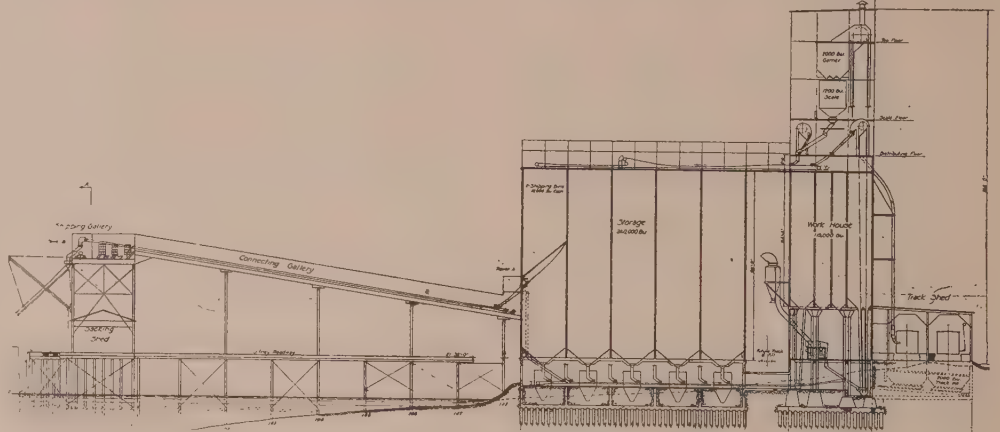
The loading out gallery is equipped with two spouts 100 feet apart, so that two ship's hatches can receive wheat without moving the steamer.

Machinery installation was provided by Webster Co., and the entire contract carried out by Alloway & Georg, with E. J. Barry as electrical sub-contractor, and the Hart Construction Co. as sub-contractor for pile foundations and wharf structure. The John S. Metcalf Co. was designer and supervised the entire work thru its Vancouver office.

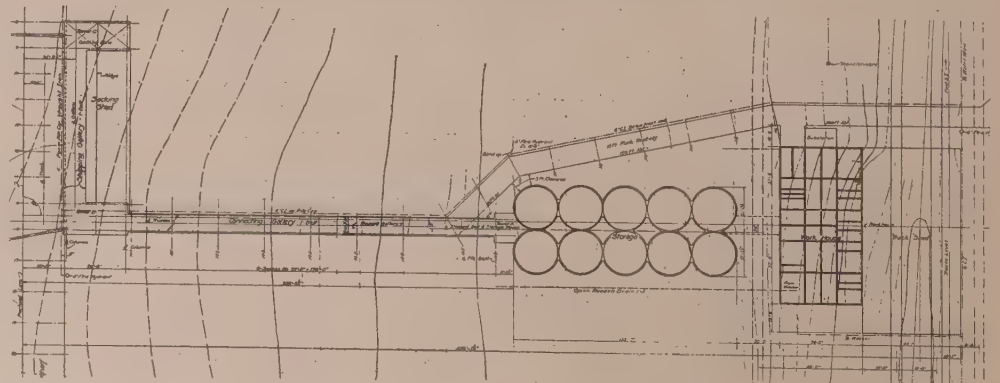
S. A. McLean, manager of the Longview Grain & Elevator Co., is expecting great things from this new port as it is well located on deep water with space and deep water enough for any ordinary steamer to turn around by her own power, thus doing away with the expense of tugs. R. T. Clifford, who was cargo man for the Northwest Grain Dealers Ass'n at Portland, Ore., has been employed as elevator superintendent.

Plans and longitudinal sections are reproduced herewith and the exterior is illustrated on outside front cover page.

Spain now permits 50 per cent mixtures of foreign wheat in mill grindings.



General Cross Section of Longview, Wash., Elevator.



Ground Plan Longview, Wash., Elevator.

Cooperation and Organization.

[From an address by Bennett Chapple, V. P. The American Rolling Mill Co., before Ohio Grain Dealers Ass'n at Columbus, O.]

In speaking of the twin subjects of "Cooperation and Organization" before any body of men such as this, we are laying hold of the great motive power of present day business. The time has passed when men can live alone. Business today is a great composite of effort, and we get our strength by tying in one with another; meeting our common problems shoulder to shoulder; learning from each other and profiting by each other's mistakes. It is, in fact, a new form of merger, a merger of effort. All realize that changing business conditions require operations on a larger scale. This does not mean that the units have to be larger, but it does mean that the units must be corralled as to policy and direction.

This is the great secret of success of organizations such as the Ohio Grain Dealers' Assn. The membership is growing each year, which testifies to the appreciation of the value which this association is giving its members. Those who have not yet become members have failed to realize that their membership dues is the cheapest investment they can make in insuring their business against the cross-currents of unsound business policies and the whirlpool of individual effort that chases its own tail.

Some dealers have not caught the vision of the new day. They are so grounded in the methods and customs of the past that they do not think they can get anything out of this new relationship. The driving motive of life today is the will to do and back of the will to do is determination. I am reminded of the story of the little freight car which was loaded with building materials. It had become sidetracked and was very disconsolate. It appealed to a big passenger engine that paused beside it, to take it over the mountain, where it was needed very badly. The big passenger engine refused, saying that its job was to pull long trains of sleek, glistening pullman cars. A second appeal was made to a great mogul freight engine, but again the pleadings were denied as the panting mogul turned a withering eye on the little freight car, declaring that it could not be bothered.

A busy little yard engine, which was gayly "toot-tooting" at its work, saw the distress of the freight car and paused to ask what was the trouble. The freight car told of its distress; how it had pleaded with the great engines and how they had passed it by, and appealed to the

yard engine to try to take it over the mountain. The little engine said: "I have never been over this mountain. I do not know what effort it will require, but I think I can," and at that he coupled on to the freight car and they started out over the switches onto the main track. The drivers of the little yard engine sang their merry song as they clanked over the rails:

I think I can — I think I can — I think I can —
I think I can — I think I can — I think I can,
but as the grade grew steeper the rhythm was slower:

I — think — I — can — I — think — I —
can

I — think — I — can — I — think
— I — can —

I — t — h — i — n — k — I — c — a — n
— I — t — h — i — n — k —
— I — c — a — n.

The drivers struggled at their work as the little engine neared the top of the grade. Nothing but determination was left:

I — t — h — i — n — k — I
— c — a — n —

I — t — h — i — n — k
— I — c — a — n.

Then as the summit was reached the drivers picked up the rhythm of the refrain, which grew faster as it took the down grade. Only this time the phrase was changed into one of triumph:

I thought I could — I thought I could — I
thought I could

I thought I could — I thought I could — I
thought I could.

The thing we want in the Ohio Grain Dealers Ass'n is the spirit of the little yard engine who started out with determination and succeeded with enthusiasm.

Growing Menace of the Tipster Racket

Probably one of the greatest and most far-reaching menaces to the investing public—a menace that is nation-wide in its scope—is the "tipster" racket.

There are two forms of "tipster" services: the pretended investment service consisting of daily bulletins which give advice and recommendations on the market, and the fake financial newspaper, usually published weekly.

The object and methods of both are the same—viz.: to unload on the public stocks of doubtful value at prices far beyond their worth. Money given to these "tipsters" is money lost at the start.—*Chicago Tribune.*

Quick Construction of Concrete Annex

One of the attractive grain elevators of Minneapolis, Minn., is the Shoreham, operated by the Osborne-McMillan Elevator Co., which has recently been enlarged by the construction of additional concrete tanks for storage.

When it was decided to increase the capacity the Jas. H. Brown Co., which had built an annex a year ago, was called upon to carry out the new work. The contract was signed Oct. 4, excavation started Oct. 5, and so far along was the house that on Nov. 17 the first grain was taken, in or 43 days from the first shovel of dirt to the first bushel of grain.

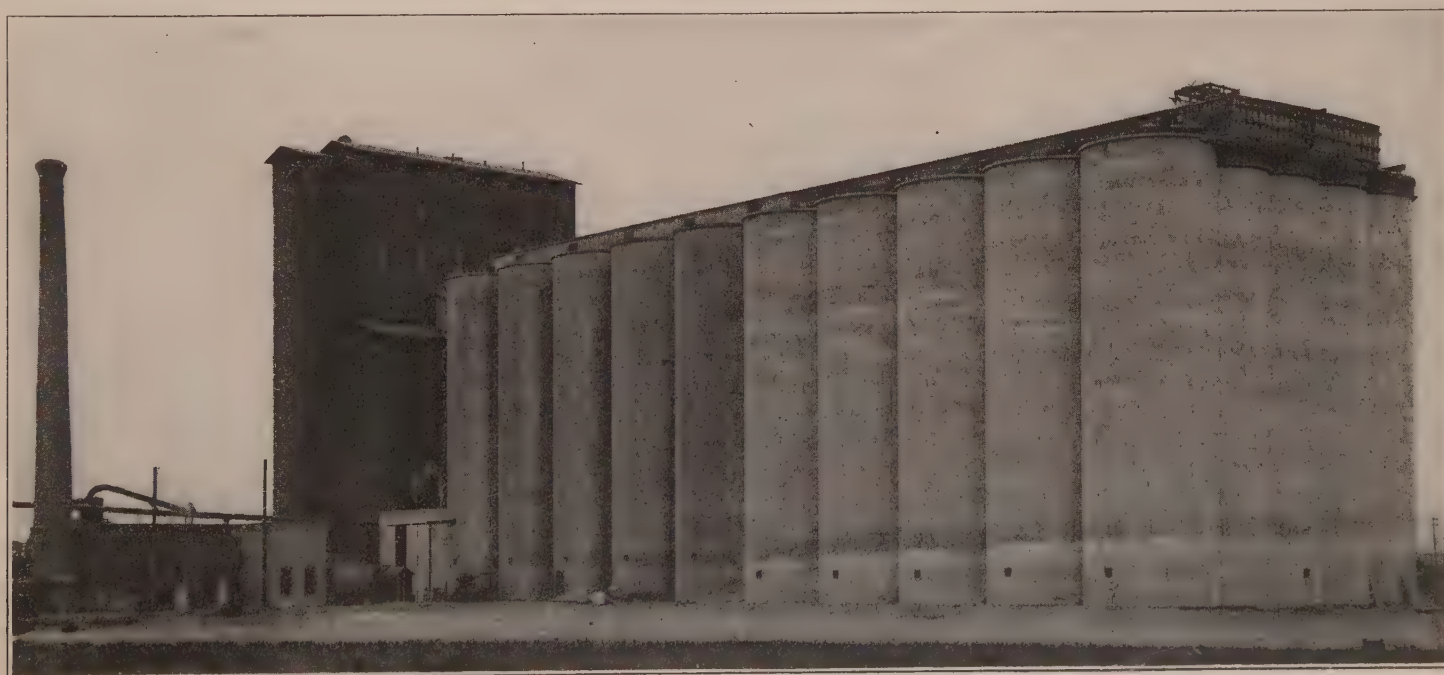
The addition consists of 25 tanks and 20 interstice bins, 93 ft. high, with a total capacity of 700,000 bus. The engraving herewith shows the new and prior construction.

The increase in the storage capacity involved other improvements. A new engine room and a track shed had to be built. A second Fairbanks-Morse Diesel Oil Engine was installed, together with a Strong-Scott Double Drum Car Puller, 60-hp. Morse Silent Chain Drive, Link-Belt Roller Bearings, a loading spout and D. P. Buckets on three elevator legs.

The total storage capacity of the house now is nearly 2,000,000 bus.

Investigation of Canadian Inspection of Doubtful Value.

The work before the new Saskatchewan grain inquiry commission has two distinct aspects. One is to tour the country to hear all complaints farmers may be prepared to make, and thus provide a sort of safety valve for all existing discontent. The other aspect is a scientific inquiry into grading, milling quality, and the price effects of grading and mixing. Control in this field rests with the Dominion government, and it is the system administered by the Dominion government which is to be investigated by a provincial government. The matters to be investigated are of the most highly technical character and lie at the foundations of the grain problem. If any study is to be made of them it must be exhaustive to have any real value, and such a study would be beyond the resources of a provincial commission. Unless the Dominion adopts this inquiry and throws all its resources behind it there is danger of harm being done instead of good.—*Grain Trade News.*



The Shoreham Elevator and Concrete Annex at Minneapolis, Minn.

Seeking Uniformity in Grain Grading

[From an Address by Fred G. Smith of the U. S. Dept. of Agri.]

During the present season many unusually troublesome grain grading problems have arisen affecting terminal markets and country buyers. Smut and damage in wheat have been unusually prevalent throughout the Missouri Valley. Steps have been taken to assist in getting timely helpful information concerning grading conditions and problems to the grain trade generally and to growers and handlers of grain who are not near terminal markets where federal grain supervision offices are located.

This work has been carried on thru articles published in grain and agricultural papers, thru contact with grain trade organizations, state farm, bureaus and agricultural ass'ns.

The grain trade in the larger markets has almost daily contact with inspectors and federal supervisors and keep well informed on grading conditions and grade requirements. This is a great advantage to persons handling grain by grade. It is practically necessary for grain merchants to be well informed on grade requirements and interpretations and the federal standards if they are to handle grain to best advantage, either at country points or terminal markets.

New grading problems arise suddenly, sometimes almost over night, as when a change in the weather makes moisture the principal grading factor in a previously dry crop. Our supervisors have found country grain dealers especially anxious to discuss individual problems and get definite information on such questions. Many dealers feel they have been unfairly treated in the grading of certain lots of grain, but after they have had an opportunity to talk with the supervisor they are satisfied that the standards have been properly applied and that their disappointment was due to a lack of understanding as to the requirements of the standards. In sections like the corn growing territory of Illinois, where the trade is more familiar with grading methods, it is no longer necessary to conduct demonstrations. In other sections where handlers are not so well equipped and have not familiarized themselves generally with grading procedure, it has been the practice to arrange grading schools. The information which can be advantageously discussed at such meetings is roughly divided into two kinds. First, there are the mechanical grain grading factors, such as moisture, test weight per bu., dockage and foreign material. It is necessary to have good testing apparatus and good balances if accurate determinations are to be made.

The second class of factors is interpretative. Determinations are based on expert judgment rather than upon mechanical methods. These factors include smut, total damage, heat damage, class of wheat, colors of the grains, odors and condition.

In oats, for instance, most grades are determined in the interpretative factor, general appearance. The lines which are drawn in the case of interpretative factors are not arbitrary, but are based upon years of usage in the grain trade and long continued research and investigational work, such as experimental milling. The department is kept in constant touch with the most expert grain handlers, and in this way has the benefit of knowing that the application of the standards is in accordance with the best trade opinion.

The primary purpose in passage of the United States Grain Standards Act was to bring about a uniform application of definite grain grades. This can be successfully accomplished only if such grades are applicable at all markets, including the country points. This makes it doubly necessary that handlers of grain be informed concerning grain grade requirements for their own benefit and to insure uniformity in grading to grain growers and consumers. Grain inspectors located at numerous points thruout the grain producing territory do a great deal to bring about a general understanding of grades. The number of points at which inspectors are located has doubled since passage of the act. The increase is almost entirely in producing territory.

At times it appears that there is considerable dissatisfaction with the manner in which the grades are applied by inspectors. Investigation usually shows that there is little question as to what is total damaged corn, or the test weight or moisture content of the grain in question, but that the requirements of the standards are not fully understood. It has frequently been observed that country grain shippers will pick out more kernels of corn as damaged than grain inspectors do.

We have found the surest way to allay dissatisfaction is to have a well informed country grain trade which explains the general facts concerning grain grading to dissatisfied producers. This is especially true thruout this territory, where smut is very prevalent. There has been a decided increase in smut, especially in spring and durum wheats this year. The West Coast territory has reported a decided decrease. The department investigators who have been

in the field found that there was a decided difference in the attitude of country grain dealers toward smut control measures. In most instances they were anxious to assist in every way possible. In a few cases the country grain dealers discouraged such measures, and from general observation it appeared that smut was unusually prevalent under such circumstances. It is hoped that we can complete a survey which will indicate whether the attitude of the country grain dealer toward crop improvement methods is reflected in the quality of the grain grown in his territory, and, consequently, in the grades which he receives for his commodity at the terminal markets. It should be repeated that the country grain dealer is usually the most influential person in the local community in the promotion of crop improvement methods.

The principal purpose of the Grain Standards Act is to bring about uniformity in grain grading. This makes definite limits necessary for each grain grade. Grain grades must be so constructed that experienced grain men familiar with grading factors can make fairly accurate grade determinations. We know that many grain handlers become expert in grading, and that they frequently call grain appeals profitably on a few tenths of a pound test weight or a few tenths of a per cent moisture. It should be remembered at all times that the limits set up in the federal standards have been made definite and permanent by a provision in the Grain Standards Act making it necessary for the Secretary of Agriculture to give ninety days' notice before any change in the grade requirements can become effective. This is to prevent sudden change during a crop movement which might prove disastrous to grain handlers if they received insufficient notice to protect themselves against it. I believe that country grain dealers can frequently satisfy growers that their grain has been properly graded, but that their objection really goes to the grade requirements rather than to error in grading.

Plans have been made for continuing the attendance of supervisors at sectional meetings of grain dealers and to assist in conducting a number of grain grading schools at convenient country points. Inspection offices which are well distributed throughout most of the producing territory have grain grading demonstrations at such inspection points. Projection pictures and moving pictures showing inspection procedure and grain handling methods are now being used, and additional pictures are being prepared. Small type trays showing the damaged kernels, kinds of foreign materials, class of wheat, and similar grading factors, have been prepared and are used at these grading schools.

There has been a great increase in the demand for services under the United States Grain Standards Act. This is illustrated by the increase in appeals taken to the Sec'y of Agriculture which, during the past two years, has shown increases from approximately forty to sixty, and then to eighty thousand during the fiscal year. Appeals handled since the first of July, this year, show a new increase of 25% over last year, which will probably result in over one hundred thousand appeals being called during the current year. Our records also show an increase in general intermarket uniformity and grain grading during the ten years since the Grain Standards Act has been effective.

We believe that, everything considered, material progress has been made in the direction of a uniform application of the Federal Grain Standards. Country grain dealers can be of great assistance in bringing about a better understanding of the standards and a greater uniformity in their application, both to their own advantage and to the very great assistance of the Department of Agriculture in the administration of the Grain Standards Act.

Rumania has suspended the import duty on corn until May 1, 1929, in order to combat the high prices which have followed the partial failure of this year's crop. The duty was 90 gold lei per carload of 10 tons, according to Assistant Trade Commissioner L. J. Cochrane, at Bucharest.

Uniformity terms of delivery have resulted from the new comprehensive Danube wheat, rye, oats and corn contract, which has met with the expected results. Detailed regulations with regard to trade customs, a complete text for a uniform sales contract, a definition of various clauses relating to delivery, and exact times of delivery are fixed for old and new crop wheat, are all provided for in the new contract, according to the *Hamburger Fremdenblatt*. An attempt was made to include barley, but owing to different technicalities and customs this was found impracticable.

The Corn Borer Investigations.

We are advised by the Associated Corn Products Mfrs. that the first report of the Corn Borer investigators in foreign fields is very comprehensive and quite encouraging.

"The International Corn Borer Investigations were organized early in 1927 by the International Live Stock Exposition, with the financial support of broad-visioned leaders of industrial and financial corporations in Chicago. In view of the vital importance of the corn borer situation to the agricultural and business interests in the United States, and because of the international character of the problem, the investigations were initiated, on the principle that the best scientific minds in each nation should be enlisted in an effort to discover and develop methods which would eliminate the corn borer menace. The 300 page volume contains reports, from the collaborating laboratories, in which the results of the first year's research work are presented in so far as the different projects have been brought to the point where a publication seemed warranted.

"Important results of practical significance have been achieved. Extensive experimentation has made it possible to discover reactions in corn borer infested corn plants, which indicate that the plants are able to develop immunity against insect attack, in the same way that human beings may become immune to infectious diseases. It has been shown that certain European corn varieties have developed this immunity to the extent that they are practically free from corn borer infestation. It has also been demonstrated that certain weeds, notably the common mugwort, may serve to detract the corn borer moths from the corn fields.

"Much progress has been made in the study of the infectious diseases of the corn borer and the use of pathogenic microorganisms in the fight against the insect. Several collaborators have isolated and investigated pathogenic microorganisms, which are specific for the corn borer and kill the larvae, which absorbed by these with the food. Spraying with bacterial cultures promises to become an effective method of eradicating the borer.

"A thorough study has been made of the insect parasites, preying upon the corn borer larvae in Europe. The fact has been established that three species are found to be effective throughout the length and breadth of the corn borer domain, even beyond the Asiatic boundary line. We consider the demonstration of the omnipresence of these few species a more important fact, than the discovery of a few new parasite species of secondary importance. It is evident that parasites which are able to live under such different conditions, as are found in the four European corn belts, offer possibilities for a successful transfer to the newly infested American corn belt. Several of our collaborators have, however, called attention to a fact that may be responsible for the poor results of previous parasite introduction to America. It seems certain, that at least two of the most important parasites develop a spring generation on some other host than the corn borer. Despite serious efforts, which are being continued, it has not yet been possible to find these intermediary hosts. But, as Director Pallo concludes, 'How is it possible to think of multiplying parasites artificially without knowledge of the various factors which are indispensable for their propagation?'

"A great many new data have been obtained on the important action of various predators, destroying large numbers of corn borer eggs and larvae. Also, experiments with preventive powders seem to indicate possibilities for their practical application in the fight against the corn borer.

"Extensive surveys have been undertaken, throughout the European corn belts, in search of new facts, and material of practical significance for the corn borer problem. The first investigation of the Russian corn belts was made this autumn.

"The foreign stations collaborating in this work include: Pasteur Institute, Paris, France; Southeastern Entomological Station, St. Denis-Laval, France; Federal Biological Institute, Berlin-Dahlem, Germany; College of Forestry, Tharandt, Germany; Zoophysiological Laboratory, University of Copenhagen, Denmark; Plantphysiological Laboratory, Copenhagen, Denmark; Zoological Institute, University of Lund, Sweden; Royal Veterinary College, Budapest, Hungary; Botanical Institute, University of Zagreb, Servia; Entomological Station, Bucarest, Roumania; Zoological Laboratory, University of Bucarest, Roumania; Bureau of Applied Entomology, Leningrad, Russia."

Corncocks yield a sugarlike compound 400 times as sweet as sugar; according to Dr. Henry Gilman and A. P. Hewlett of the Chemistry Department at Iowa State College. In the advent that this compound is determined to be harmless to the body, it may prove medically valuable as a sweetener for food for diabetic patients who cannot use sugar.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Corcoran, Cal.—The Cutter Grain & Milling Co. has been erroneously given as Cutler.

Trowbridge, Cal.—The building of grain elevators here and at Wheatland, Durham and Livermore by the Associated Milling Co. has been stopped.

Stockton, Cal.—The Fabian-Fleisig Warehouse burned Nov. 5, causing a loss of \$125,000. Hay and grain in the storehouse were valued at \$110,000. The loss is covered by insurance.

CANADA

Ft. William, Ont.—The N. M. Paterson Elvtr. Co. has installed an extra conveyor belt.

Toronto, Ont.—Gordon C. Leitch will manage the new elevator of the Toronto Elvtr. Co.

Simpson, Sask.—The elevator of the Canadian Consolidated Elvtr. Co., Ltd., was burned recently.

Beverly, Sask.—The Spencer Grain Co. suffered a loss of \$60,000 when its elevator burned Nov. 3.

Windsor, Ont.—It is understood that Winnipeg interests are behind a proposed erection of a \$1,000,000 grain storage elevator here.

Winnipeg, Man.—John Knox, pioneer grain buyers, employed for some years by the Ogilvie Flour Mills Co., Ltd., died early this month.

Calgary, Alta.—The Alberta Pacific Grain Co.'s elevator here containing 70,000 bus. of grain was burned Oct. 27. The building loss was \$25,000 and grain, \$75,000, all fully covered by insurance.

Winnipeg, Man.—David C. Whyte, chartered accountant on the Winnipeg grain exchange and a well known business man, was found dead in his garage Nov. 9. Monoxide gas was the probable cause.

Victoria, B. C.—Three carloads of wheat for the new and empty Panama Pacific grain elevator at Ogden Point arrived here. It will be used to test out the machinery installed in the elevator by the operating company.

Midland, Ont.—The Midland-Simcoe Elvtr. Co. will build an addition to its elevator of 4,000,000 bus. at a cost of \$2,000,000, bringing the total capacity up to 14,000,000 bus. The site will be prepared immediately and work will start in the spring.

Winnipeg, Man.—At the 22d annual meeting of the United Grain Growers, Inc., in Calgary, Alta., it was decided not to sell its line of country elevators to the Alberta wheat pool. It does not care to consider any proposition at any point if it can compete with the wheat pool.

Ft. William, Ont.—Fred Berringer, 17, a government grain sampler, was saved from serious injury or death Nov. 8 when he fell 30 ft. into the hold of the S. S. Royalton, landing on a pile of wheat. He slipped on one of the bolt rings while reaching to a spout for a sample of grain.

Ninga, Man.—The elevator of the United Grain Growers and 15,000 bus. grain were completely destroyed by fire Nov. 16, at 7:30 p. m. Fire was discovered when small, but owing to inadequate fire fighting facilities, it gained headway. Three box cars loaded with grain were pushed out of the way. Mr. Dunn, grain buyer, saved the company's books.

New Westminster, B. C.—Negotiations are under way to lease the grain elevator to other interests than the Alberta-Pacific Grain Co., according to the Harbour Board. A syndicate is reported to be organizing in Vancouver, and it is expected there will be no difficulty in securing new leases. The construction of the first elevator on the Fraser River by the Harbour Board has been hampered by the spring freshet and trouble between two carpenter organizations which resulted in a strike.

Toronto, Ont.—The elevators belonging to James Playfair & Co. (2,000,000 bus.) and the Canada Malting Co. (750,000 bus.) will receive their first grain shortly.

Galt, Ont.—At a meeting of 300 leading men of this city a decision was reached to form a Board of Trade. F. S. Scott was chosen provisional pres. and C. E. A. Dowler, provisional sec'y.

COLORADO

Bartlett, Col.—The L. H. Pettit Grain Co. expects to start construction of its elevator soon.

Denver, Col.—R. C. Johnson, grain broker, is in the hospital with a bronchial ailment. He is a brother of H. E. Johnson, chairman of the executive com'te of the Colorado Milling & Elvtr. Co.

Sterling, Col.—The Ady & Crowe Merc. Co. of Denver, and Wm. Robinson of Sterling are converting the sheds formerly owned by the Noll Lumber Co. into a warehouse and grain receiving point. Feeds, machinery and grains will be stored. A dump has been constructed and feeds are being sold during reconstruction. It is understood that an elevator will be erected next year.

Denver, Col.—Our 400,000-bu. concrete elevator will be completed and ready for use about Nov. 26. This plant was erected for the express purpose of grading milling wheat and will make it possible for us to select the wheat according to protein which is ground in our four Denver mills, and which is checked during the process of milling by our laboratory.—The Colorado Milling & Elvtr. Co.

ILLINOIS

Oswego, Ill.—The Oswego Lumber Co. has installed a cleaner.

Erie, Ill.—Pfundsten & Riordan built a 16x60 ft. feed storage house.

Annawan, Ill.—F. C. Dewey & Co. has erected a corn crib 28x14x16 ft.

Industry, Ill.—The Industry Co-op. Co. will soon install a hammer mill.

Annawan, Ill.—The Farmers Grain & Supply Co. bot 2 auto truck dumps.

Pierron, Ill.—The Pierron Co-op. Equity Exchange has installed a J. B. Mill.

Arnold, Ill.—The plant of the Co-op. Grain Co. was totally destroyed by fire Nov. 22.

Atkinson, Ill.—Humphries & Son repaired their corn crib and purchased a corn sheller.

Glasford, Ill.—The Glasford Grain & Milling Co. has installed an elevator for unloading corn.

Melvin, Ill.—Calvin Matthews is erecting a building to go into the feed grinding business.

Mineral, Ill.—F. C. Dewey & Co. have built a corn crib 28x40x16 equipped with a cup elevator.

Milmine, Ill.—The Milmine Grain Co. will erect a warehouse for storing millfeeds and seeds.

Athens, Ill.—The Athens Farmers Elvtr. Co. has increased its capital stock from \$5,000 to \$15,000.

Crete, Ill.—We expect to put up some lumber sheds in the near future.—W. A. Werner, Wm. Werner & Sons.

Normandy, Ill.—Ray Norman is installing 2 Kewanee Truck Dumps in his elevator.—Wm. Tucker, Minonk.

Wyoming, Ill.—W. H. Hartz of the Wyoming Grain Co. died Nov. 3 after a year's illness due to heart disease.

Shirley, Ill.—The Farmers Grain & Coal Co. has made repairs to its elevator and installed a 10-ton auto truck scale and 2 auto truck dumps.

Chapin, Ill.—Henry Perbix recently installed a new 10-ton truck scale and built a covered driveway over it.

Erie, Ill.—McNeil & Emmet have completed their coal shed and bot a coal conveyor and auto truck scale.

Oswego, Ill.—We installed a grain cleaner two months ago and it has proved very profitable.—Oswego Lumber Co.

Burtonview (Lincoln p. o.) Ill.—The Burtonview Coal, Grain & Lumber Co. expects to purchase a gasoline engine.

Decatur, Ill.—Hight & Cline Grain Co., incorporated; capital stock, \$50,000; by Commodore P. Cline, Jesse C., and Wm. Hight.

Hanna City, Ill.—Henry Molchin is taking the place of Lewis Kroepel who took over the management of the elevator at Galva.

Cantrall, Ill.—We have completed remodeling at our elevator, where we also built a new feed warehouse and office.—Joe Schafer & Sons.

Breckenridge (Berry p. o.), Ill.—A new boiler for our steam engine has been installed in our elevator.—C. W. Frame, C. W. Frame & Co.

Owaneco, Ill.—New Hyatt Roller Bearings have been put on our corn sheller to replace the old plain bearings.—Honefinger Grain Co.

Deers, Ill.—We have changed from gasoline to electric power in our elevator here, installing a 7½ h.p. motor.—N. Burt, Ogden & Burt.

Lostant, Ill.—H. C. Vollmer Co. has bot an auto truck dump and intends to install a 10-ton auto truck scale. It will put on a new roof.

Gridley, Ill.—Boies & Blessman have painted their elevator and installed 2 7½ h.p. motors and one 2 h.p. motor. They bot 2 auto truck dumps.

Kirkland, Ill.—John McQueen is arranging for the rebuilding of the elevator of the Kirkland Sheep Feeding Yards which was burned this summer.

Mineral, Ill.—The Federal Grain Elvtrs., Inc., has installed a cup elevator. The elevator and other buildings have been wired and electric lights put in.

Buckingham, Ill.—The Quaker Oats Co. bot out the entire business of Otto Gross, consisting of grain, coal, etc. Possession will be taken Dec. 1.

Lostant, Ill.—The Lostant Grain Co. has remodeled its elevator and installed 2 10 h.p. motors and 3 auto truck dumps and wired the building for electric lights.

Macon, Ill.—The Macon Grain Co. has installed a 55-h.p. steam engine replacing its 25-h.p. engine. Walter Baird and Chas. Moore are managers.—S. N. Cavitt.

Mendota, Ill.—The Farmers Grain Elvtrs., Inc., are repairing the elevator they purchased recently from Eckert, Ray & Bader and are installing 2 auto truck dumps.

Beecher, Ill.—We just completed installation of a new 20-in. 6-ply leg belt with 18-in. cups set 15-in. apart from center to center.—Wm. Wehling, mgr., Farmers Grain Co.

Monticello, Ill.—W. L. Finson had a 24x30 ft. addition built to his elevator for grinding and mixing millfeeds of various kinds. A grinder and mixer have been purchased.

Elwin, Ill.—The Elwin Farmers Grain Co. has taken on a few men to help thru this corn rush, and perhaps permanently. J. A. Markwell is manager.—S. N. Cavitt, James E. Bennett & Co.

Moweaqua, Ill.—We have painted our elevator and made general repairs including rebuilding the driveway, and putting in a new ear corn drag.—C. A. Stout, Moweaqua Farmers Co-operative Grain Co.

Taylorville, Ill.—We have installed a new Western Corn Sheller fitted with Hyatt Roller Bearings, and having capacity for shelling about 600 bus. per hour.—Ben Martin, mgr., Taylorville Farmers Grain Co.

Elwin, Ill.—We recently put six carloads of cinders in the yard of our elevator, which makes it much easier for our patrons to get in and out regardless of the weather.—J. A. Markwell, Elwin Farmers Elevator Co.

Weldon, Ill.—E. O. Martin, mgr. of the Weldon Grain Co., fell from a corn crib about a month ago and hurt his leg. It became infected and blood poisoning set in. He has been confined to his home for a couple of weeks and will be there at least two or three weeks more.—S. N. Cavitt.

Warrensburg, Ill.—We have just completed installation of a new 40-h.p. Fairbanks-Morse Diesel Oil Engine and have taken out all our old plain bearings, replacing them with 30 SKF Ball Bearings.—R. F. McGrath, Heman Grain Co.

Taylorville, Ill.—A. M. Deeren, for years connected with the McKenzie Milling Co. and with the Dixie Mills Co. when the latter leased the McKenzie plant a year ago, is leaving the grain business on Dec. 1 to start a commercial hatchery.

Milmine, Ill.—The Milmine Grain Co., Geo. Larrick, mgr., is installing a 25-h.p. G. E. motor replacing its steam engine. The company never had access to a power line until recently. It is wiring the elevator and office.—S. N. Cavitt.

Ottawa, Ill.—Chas. N. Bonges, former mgr. of the Benson Farmers Elevtr. Co., bot the South Ottawa Coop. Grain & Supply Co.'s elevator property here and will take possession Dec. 1. Firm name will be, Bonges Grain & Supply Co.—J. W. Hatten.

Osbornville (Mt. Auburn p. o.) Ill.—The Mt. Auburn & Osbornville Grain Co. has just completed installing a ten ton Fairbanks Scale. It also has installed a scale platform of 2½ in. heavy oak. C. L. Scroggins is mgr.—S. N. Cavitt, Jas. E. Bennett & Co.

Edinburg, Ill.—We recently installed a new 14-in., 5-ply leg belt 156 ft. long. We also put in some new cups and gears purchased from Union Iron Works.—Our directors are considering installing a feed grinder.—M. S. McClinck, mgr., Farmers Grain Co.

Arnold, Ill.—The Arnold Co-op. Grain Co.'s elevator was destroyed by fire the night of Nov. 21. Flames were discovered at 11:30 o'clock. Owing to having no water supply it was impossible to fight the fire. There was very little grain in the elevator.

Walker, Ill.—We recently purchased three SKF Ball Bearings, which will be installed on our corn sheller as soon as the movement lets up sufficiently to give us time. Next summer we plan to put the same kind of bearings all thru the elevator.—J. F. Van Gundy.

Royal, Ill.—The Grussing Grain Co. is putting complete electrical equipment in its elevator, including two motors. The old gas engine is being retained as an auxiliary unit to be used in case of failure of electricity. The high line to Royal was only recently completed.

Grant Park, Ill.—Geo. A. Lauffer of Mokena, who recently bot Paul Kuhn & Co.'s elevator, put the plant in operation and opened Nov. 5. He plans to take on side lines of coal, feed, tile, cement, livestock, lumber, concentrate feed ingredients and other items.—Wm. Kurth.

Hoopeston, Ill.—We have just completed building a 24x60 ft. shed for our farmer patrons, which gives them a place to park their teams and wagons when they go up town on other business or have to wait around the elevator.—J. E. Borg, Illinois Lumber, Grain & Coal Co.

Sheldon, Ill.—The hosts at the recent meeting of The Eastern Illinois and Western Indiana Grain Dealers were: Beach Wickham Grain Co., Chas. Lyons, mgr.; W. L. Smith Grain Co.; Cleveland Grain & Milling Co., H. D. Bowles, mgr.; J. C. Shaffer Grain Co., L. L. Hootman, mgr.; and Ben B. Bishopp.

Cerro Gordo, Ill.—The changing from 25 cycle to 60 cycle alternating current compelled the Cerro Gordo Co-op. Grain Co. to buy new motors. The company used a 40-h.p., a 30-h.p. and a 3-h.p. motor. It bot 3 G. E. motors and was allowed \$400 on its old motors, the electric light corporation making the trade.

Champaign, Ill.—A. J. Lierman will replace J. F. Van Cura as superintendent of the Cleveland Grain & Milling Co. elevator here. Mr. Van Cura will go to Chicago to take charge of the Erie Elevator which will be operated by his company. The Cleveland Grain & Milling Co. has established an office in Chicago.

Vandalia, Ill.—Fire, thought to have started from a lighted cigarette, practically destroyed 2 warehouse rooms at the elevator of the W. A. Elam Grain Co. the night of Oct. 31. An adjoining warehouse containing salt was saved as it has a slate roof, but the salt was damaged by water. Lack of wind helped save the adjoining buildings. Burned buildings contained corn, baled hay, alfalfa, straw and potatoes. They will be replaced by fire resisting structures, one of which has been erected. Loss of about \$3,000 was practically all covered by insurance.

Lovington, Ill.—Bowers Bros. have installed a ten-ton Fairbanks Scale, raised the foundation of their office 2 ft., put a concrete pit in the basement of the elevator, built a concrete wall along the drive up to the elevator and filled it with cinders, so it now has a real modern plant.—S. N. Cavitt, Jas. E. Bennett & Co.

Savoy, Ill.—A new 32x32 ft. corn crib has just been completed by us here and fitted with a Deere ear corn elevator. The crib has a concrete floor and is divided into three bins, so arranged that the drags to the sheller go between them, making it possible for one man to handle the drag.—Harry Grove, Savoy Grain & Coal Co.

Pesotum, Ill.—We recently installed a new Western Corn Sheller fitted with six Hyatt Roller Bearings and are now building a small, iron-clad room adjacent our elevator to cover it. The sheller is operated by a 25-h.p. Fairbanks-Morse Fully Inclosed Motor, connected to the sheller by a Tex-rope Drive.—J. A. Gilles, Pesotum Elevtr. Co.

Peoria, Ill.—Development of the Lakes-to-Gulf waterway and the probability of moving a large amount of grain down the Illinois River to Peoria has had its bearing on the value of memberships in the Peoria Board of Trade, according to Kenneth B. Pierce of James E. Bennett & Co., Chicago, who learned on inquiring on Nov. 23 that quotations were \$400 bid and \$500 asked.

Tolono, Ill.—We recently installed a Reeves variable feeder, operated by a 1 h.p. G. E. motor, and have arranged bins so that grain to be ground can be dumped in the elevator and spouted to a double garner above the bin that feeds the mill. Ground products can be run direct to the patron's wagon or sacked as desired. Rates run from 15c to 40c per cwt., according to the commodity and screen.—V. L. Horton.

The Christian County bankers ass'n has decided to charge the grain men of the county 10 cents per \$100 on their drafts. That is, a dealer drawing a draft for \$1,500 on a car will be charged \$150 to do so. The grain dealers of this county just held a meeting in protest, quite naturally being up in arms over this departure, since they figure that if the bankers of Christian county get away with it other county bankers' ass'ns will adopt the same measures to the ultimate end that this deplorable practice might spread over the entire state.—"Squire" N. Cavitt, James E. Bennett, & Co.

Savoy, Ill.—Rapid progress is being made on the 50,000 bus. concrete elevator of the Savoy Grain & Coal Co. being built by Geo. W. Quick & Sons. The concrete work is finished. Installation of machinery will be completed about the middle of January. The house has 9 hopper bottomed bins, waterproof dumps and pits and is 101 ft. high from the slab. Equipment will include two Kewanee Truck Dumps and Grates, two steel legs fitted with 6-ply rubber cup belts, a 600-bu. hopper scale with steel garner, two Fairbanks-Morse Fully Inclosed Motors, and Hyatt Roller Bearings thruout. Machinery is being purchased from the Union Iron Works.

Jacksonville, Ill.—Rapid progress is being made on the elevator being built by C. R. Lewis, who tore down his old elevator some weeks ago. The new structure is up and covered and ready for the installation of machinery. Within a week it will be ready to take in corn and the project will be completed by the first of the year. It will have a capacity of 45,000 bus. Construction is of wood, studded and covered with asbestos roofing. Machinery will include a Western Pitless Sheller, a J-B No. 3 Hammer Mill, a McMillin Truck Lift, one F-M 15 h.p. Inclosed Motor and one G E 40 h.p. Inclosed Motor. Elevating machinery and conveyors are being supplied by Union Iron Works.

Streator, Ill.—Grain dealers of the Streator District held their regular monthly meeting at the Plumb Hotel, on Nov. 23. This gathering was an innovation in that the wives and sweethearts and "girl friends" of members were cordially invited, adding a social feature to the occasion, which is in line with action taken at the October meeting. The Pullman Quartet of Chicago, were obtained for the affair by the very active Com'te on Arrangements, and they proved an exceptional drawing card. This departure from strictly business gatherings met with such approval that future meetings will likewise be interspersed with similar frivolity and revelry.—Mike Lavelle, James E. Bennett & Co.

Henning, Ill.—We have just completed installing a new 188 ft., 5-ply leg belt, 14 inches wide and fitted with 13-inch cups. Our Western Corn Sheller has been rebuilt with a new cylinder and case and two Hyatt Roller Bearings, which makes it run a lot easier. Materials and equipment were purchased from Union Iron Works.—Elmer McNeal, Henning Grain Co.

Hoopeston, Ill.—Grain dealers of the Hoopeston territory met in regular session at the office of M. L. Vehon & Co., here on Nov. 13. Contracting was discussed and most of those present declared themselves in favor of written contracts when delivery is not to be effected for a time. It was thought by some that pending legislation during the short session of Congress is encouraging farmers to hold back their corn wherever this is possible in hopes of more favorable prices. S. W. Boughton of Wellington acted as chairman. Among those in attendance were C. E. Morgan, Rossville; Albert Martin, East Lynn; Mr. Jones, West Lebanon (Ind); C. B. Ward, Hedrick (Ind); J. J. Eckman, East Lynn; Fred C. Leach, Reilly; Geo. Merritt, Alvin, and James Harlan, Cheneyville. It was decided to hold the next meeting on Nov. 27 at the same place.

CHICAGO NOTES.

Edward A. Green bot a membership in the Board of Trade last week for \$40,000 from John H. Lloyd. The next day a North Dakota man, operating thru a Chicago bank, paid \$45,000 for a membership.

Bran and millfeed futures will be traded in on the floor of the Board of Trade, in the event the wishes of the interested millers are complied with. Sufficient volume of trade has almost been assured, it is understood.

Eben Matthews, 83, who joined the Board of Trade in 1882, sold his membership for \$28,500 and retired. He is a member of the G. A. R. Jean Kempner also sold. Buyers were Matthew Becker, pres. of the Becker Roofing Co., Chicago, and D. M. Woodruff, Detroit.

Thomas Curran, chairman of the Illinois Legislative Com'te, composed of himself, Frank Ryan and V. McCarthy, who conducted a political investigation into warehousing at Chicago, died as the result of a motor accident on Nov. 13. Up to the time of his death, his name hung over a saloon out on the near-west side.

Chas. Counselman died at Port Chester, N. Y., Nov. 16. He was born here and rose rapidly to the head of Counselman & Co., investment bankers. He has been in retirement since 1922 when he suffered a nervous breakdown. His father, prior to his death 25 years ago was active in the grain business and a member of the Board of Trade.

George A. Booth, partner of the firm of Lamson Bros. & Co., and vice-pres. of the Grain Dealers National Ass'n, was operated upon for appendicitis on Armistice Day, Nov. 11, in the Presbyterian Hospital, Chicago. The attack came upon Mr. Booth very unexpectedly. Last reports indicate that he is convalescing rapidly and satisfactorily, and soon will be back at his post. He expects to be out of the hospital by Nov. 25.

John J. O'Brien, for over 50 years a familiar figure on the Board of Trade, died Nov. 19. He began as a telegraph messenger boy shortly after 1870. He was assigned to run messages for Gen. Phil. Sheridan. Twenty years later he was handling large commissions for Joseph Leiter and Joseph A. Patten. He became ill about a year ago and went to Europe for treatment last summer. Learning that he could not recover he returned here to die.

The Drum and Bugle Corps, Chicago Board of Trade Post No. 304, American Legion, played for one hour on Nov. 20 in the interests of the Red Cross drive for funds, according to Publicity Officer Kenny Pierce. The Corps marched from five until six in the evening, just during the height of the "rush hour," playing tunes from their unusually fine repertoire. On Nov. 16 the boys kindly gave of their time and talents to play from seven to eight in the evening for a humanitarian organization entitled "Home of the Friendless Girl." It is expected the Corps will play during the "half" at the Army-Navy football game to be held in Soldier's Field Stadium, Grant Park, on Thanksgiving, Nov. 29. The Corps is doing everything within its power to further build good-will for the Board of Trade, as well as to reciprocate the appreciation on the part of the members of the Board for the fine work the Corps is accomplishing.

J. A. Van Cura will succeed Geo. Boyle as superintendent of the Interstate Elevator.

DeCoppet & Doremus, the largest odd-lot house on the New York Stock Exchange, bot 2 memberships in the Board of Trade for \$28,500 and \$29,000 respectively to Joseph Bagley of Logan & Bryan for out of town customers.

Frederick L. Hannah, Ottumwa, Ia., and Harry F. Shepherdson, Minneapolis, Minn., sold their memberships on the Board of Trade for \$28,500 and \$29,000 respectively to Joseph Bagley of Logan & Bryan for out of town customers.

A vote will be taken on the Board of Trade Dec. 3 on the proposition to sell its land to the Chicago Board of Trade Safe Deposit Co., for \$10,500,000. The safe deposit company will erect the building and lease space to the Board for 75 years. This will overcome limitations in the charter of the Board of Trade. First mortgage bonds of the safe deposit company amounting to \$12,000,000 have been sold to a bond house to finance the construction.

INDIANA

Crown Point, Ind.—Otto G. Fifield, grain man, was elected Sec'y of State.

Bluffton, Ind.—Studabaker Grain & Seed Co. is installing a Sidney roller bearing corn sheller.

Monon, Ind.—D. L. Brookie is building an addition to his office.—Wm. Tucker, Minonk, Ill.

Tipton, Ind.—The Hobbs Grain Co. is installing a new model, Fairbanks scale having a capacity of 10 tons.

Lawrenceburg, Ind.—Officials of the Rossville Grain Co. have filed papers evidencing preliminary dissolution.

Centerville, Ind.—The Farmers Elvtr. Co. is installing a set of electro-magnets on its feed line to the Williams Hammer Mill.

Crawfordsville, Ind.—Newton Busenbark, of the Busenbark Grain Co., was elected a state representative from Montgomery Co.

Rensselaer, Ind.—Wm. C. Babcock, Jr., of the W. C. Babcock Grain Co., was elected a member of the House of Representatives.

Russiaville, Ind.—The Russiaville Grain Co., which recently bot the elevator owned by A. E. Betts & Co., is completely remodeling it.

Rockport, Ind.—The elevator formerly owned by Jeff Ray & Son, bankrupt, has been sold to the Wallace Milling Co. of Huntingburg, and will be reopened as a feed store.

Lewis Creek, Ind.—Wm. E. Cochran, for 30 years engineer for the Nading Grain Elvtr. Co. was found dead in the bottom of a pit Nov. 5, probably the victim of a heart attack.

Scottsburg, Ind.—The elevator built by the Eberts Grain Co. of Louisville, Ky., is entirely electrically driven and the new Fairbanks-Morse, totally enclosed, mill type motors are being used.

Evansville, Ind.—We have made extensive repairs to Main and Division St. warehouse as well as having practically rebuilt our general offices at the same plant. We have also remodeled our I. C. Warehouse as well as our mixing plant on the Southern tracks.—Edward F. Goeke Sons, E. G. Goeke, sec'y.

Richmond, Ind.—The Richmond Feed Milling Co. incorporated; capital stock \$50,000, to take over part of the property of the Western Indiana Elvtr. & Milling Co. Incorporators: Fred Miller, College Corner; Harvey S. Bosworth, Harold G. Coleman and Arthur Curme, Jr., of Richmond; and David M. Trabue, Knightstown.

Yoder, Ind.—A fire in the elevator of the Studabaker Grain & Seed Co. about 1:00 a. m. on Nov. 16 did several hundred dollars worth of damage. Good work by the Ossian fire department saved the structure and contents. Yoder has only a bucket brigade which could not handle the fire. No grain was damaged and the records were saved. Loss is covered by insurance.

New Lebanon, Ind.—Wallace Springer has bot half interest in the elevator recently erected by L. Brooks to replace the burned structure. Mr. Springer, well known as a live stock handler, is not new to the grain business, as his father, the late Jas. F. Springer, built the first elevator in the county. He will also continue dealing in live stock. Mr. Brooks operated an elevator with his father, L. Brooks, Sr., several years under the name of L. Brooks & Son. The new firm will be known as Springer & Brooks.

Johnson (Boonville p. o.), Ind.—Garrett & Antell of Princeton have built an elevator here. They have taken advantage of all latest improvements in elevator design, including ball bearings.

West Harrison, Ind.—The Union Roller Mills incorporated with a capital stock of \$10,500 to deal in general milling and feed business, by Roscoe E. Bisplinghoff, Isabel L. Bisplinghoff and Clint Baughman.

Indianapolis, Ind.—Latest reports on the fire in the headhouse of the Indianapolis Public Elvtr. Co. estimate a loss of about \$400,000. Much of the 400,000 bus. of grain in the elevator at the time of the fire was damaged. The heat from the fire was so intense the 355,000 bus. of grain stored in the concrete tanks was affected, but the amount of damage cannot be estimated at present. Removing is being done by hand so there is great danger of rotting. Grains in tanks were: 197,500 bus. of oats, 155,000 bus. of wheat and 1,600 bus. of corn, and some other grains.

IOWA

Lawn Hill, Ia.—The Lawn Hill Lumber Co. bot a 10-ton auto truck scale.

Abbott, Ia.—S. J. Jaspers is now mgr. of the elevator belonging to D. J. Peters & Sons.

Hansell, Ia.—The Farmers Elvtr. Co. has built a 20x100 addition to its lumber shed.

Bristow, Ia.—Carl Schrage has bot the Gilchrist elevator and installed a 7½-h.p. motor.

Dillon, Ia.—The Dillon Farmers Elvtr. Co. has been incorporated with capitalization of \$10,000.

Masonville, Ia.—Behan & Vinton have changed their name to the Farmers Commission Co.

Badger, Ia.—The Farmers Elvtr. Co. has just recently completed a corn crib. L. J. Fevold is mgr.—Art Torkelson.

Zearing, Ia.—F. A. Haase has sold his elevator, coal and implement business to D. F. Vorhes of Des Moines.

Colo, Ia.—We are painting the lumber sheds, corn crib and other buildings, but not the elevator.—Farmers Grain Co.

Randall, Ia.—The Farmers Co-op. Grain Co. has installed a 10-h.p. motor and a 3-h.p. motor and an elevator for ear corn.

Buffalo Center, Ia.—C. E. Holcomb is slowly recovering from a nervous attack. He has been inactive since September.—A. R. T.

Hanna, Ia.—About 3 weeks ago we painted our elevator giving it 2 coats of paint.—The Kunz Grain Co., Henry Kunz, sec'y.

Carnarvon, Ia.—Myers Bros. elevator burned later in October when a large fire nearly destroyed the business section of town.

Hamburg, Ia.—The Reid Grain Co., which bot an elevator from D. M. McBride recently, has installed a Bender Electric Truck Dump.

Clark (Cedar Rapids p. o.) Ia.—Kunce & Nelson are having a 10,000 bu. elevator of iron-clad construction built to replace the one burned last July.

Wesley, Ia.—We have just completed installing a truck dump and recently gave our elevator 2 coats of paint.—The Kunz Grain Co., Henry Kunz, sec'y.

Sioux City, Ia.—The members of the standing Grain Com'te for the Exchange for the coming year are: E. P. Sullivan, chairman; E. A. Fields and C. E. McDonald.

Clarion, Ia.—Art Shillington, former mgr. of the Farmers Elvtr. Co. at Harcourt, has succeeded S. W. Summers, who has resigned as mgr. of the Clarion Farmers Elvtr. Co.

Washta, Ia.—J. K. McGonagle, long in the grain business, has been chosen director of Washta consolidated school. He served as pres. of the Board of Education several years.

Cylinder, Ia.—Mr. Brakke, mgr., and State Senator Breckenridge, director, of the Farmers Elvtr. Co., went to Minneapolis Nov. 9 to purchase some equipment, including an overhead drive.

Sloan, Ia.—B. M. Stoddard & Son are doing some extensive remodeling in their elevator at present. They have installed a new Kewanee Air Dump, built a new pit of concrete that is lined with steel, have a steel hopper, are building a new driveway floor and installing grates to replace the old style doors. Modern and up-to-date is their slogan. Bela Stoddard is the man in charge.—Art Torkelson.

Schaller, Ia.—Last week we completed installing a truck dump and are now accommodating the big four hundred bushel trucks that we have here.—The Kunz Grain Co., Henry Kunz, sec'y.

Eagle Grove, Ia.—Ray Newell of Kansas City and Guy Larson will operate the two story building that was leased to a Kansas City feed company. The name will be Eagle Grove Feed & Produce Co.

St. Ansgar, Ia.—The St. Ansgar Lumber & Grain Co. has completed erection of a lumber shed and office. It is 160x58 ft. and has five times capacity of the old one. It is of brick with asbestos roof.

LeMars, Ia.—Representatives of eight farmers' elevator companies met and reorganized the Plymouth County Farmers' Elvtr. Ass'n, electing officers for next year. P. E. Held, Hinton, was named pres.

Rembrandt, Ia.—The Anderson Grain Co. has retained Ole Warren as manager of the elevator formerly owned by the Spencer Grain Co. The Anderson Grain Co. bot the elevator from the Wilson Grain & Coal Co.

Rowan, Ia.—The Rowan Grain & Lbr. Co. has purchased the old Azeltine elevator from Wm. Johnson of Iowa Falls who took it in trade some time ago. It is situated on the Rock Island Track. It will handle grain and coal at each elevator.—Art.

Salix, Ia.—The Salix Grain & Coal Co. which has just recently finished building an elevator to replace the old one burned last July is putting the finishing touches to its plant by grading up approaches and straightening out the lay of the land. A little grass and a few flowers next summer will help beautify the grounds.—A. T.

Sloan, Ia.—C. B. Streeter, constable and able second man at the Farmers Cereal Co., is busily engaged in leveling the grounds around the coal sheds which were just recently finished. The plan is to surface with gravel so they will have an all weather driveway to load and haul on. T. McElwain is the progressive manager.—Art Torkelson.

Eldon, Ia.—The A. D. Hayes Co. is building a cob house, installing sheller, and equipping plant to shell corn in transit and handle other grains to be transferred and expects to do a general retail feed and grain business. It anticipates shipping 100 cars of corn, 40 to 50 cars of wheat, 3 to 4 cars of seeds, 15 to 20 cars of beans, and a few cars of oats each year. E. C. King, well known in the terminal markets, having traveled out of St. Louis for Nanson Commission Co. and the T. H. Teasdale Co. 25 years, is manager.

Fairbank, Ia.—R. S. Bentley and Wm. Crooks have bot the old mill here and are putting it in shape for grinding. Mill was formerly known as Fairbank Milling Co. It was built over 80 years ago, timbers being hand hewn of hard seasoned oak. A cement foundation has been run under it, and new and larger cement floor as well. Additional machinery is being installed including a Miracle Ace Hammer Mill. It is our intention to generate enough electric power to drive our motors for grinding, etc., in the near future. It is our intention to carry a complete line of mill feeds at all times. We will be known as the Fairbanks Feed & Grinding Co.—R. S. Bentley.

KANSAS

Glen Elder, Kan.—Jack and Joe Beeler are adding grain elevators to their up-to-date farms here.

Atchison, Kan.—The Northeastern Kansas Grain Dealers' Ass'n held its 28th annual meeting Nov. 13.

Brenham (Greensburg p. o.), Kan.—Albert Combs, elevator mgr., aged 63 years, died of yellow jaundice.

Belpre, Kan.—The Davidson Grain Co. bot the property of the Belpre Grain & Supply Co., recently bankrupt.

Ottawa, Kan.—The Ross Milling Co. suffered damages during the recent flood of the Marias des Cygnes River.

Spearville, Kan.—F. M. Komarks of Great Bend has succeeded R. R. Allensworth with the Security Elvtr. Co.

Glen Elder, Kan.—We are now operating the mill here under the name, The Glen Elder Mills, with Henry Bodenner as head miller and mgr.—Dockstader-Thierolf Grain Co.

Hillsboro, Kan.—The Hillsboro Roller Mills are now erecting the addition for the manufacture of sweet feed and oat groat.

White Cloud, Kan.—Jim Kendall has erected a fully equipped, modern elevator on his place for the complete handling of grain.

Latimer, Kan.—Loss on the Robinson-Wyatt Grain Co.'s elevator which burned Nov. 5 was estimated at \$12,000, fully covered by insurance.

Blue Rapids, Kan.—Chas. W. Hagerman has assumed management of the Farmers Elvtr. Co., coming from Oketo where he was similarly engaged.

Greensburg, Kan.—H. B. Bryan, mgr. of the Farmers Elvtr. Co., was run over by an oil truck, broke an arm, leg, collar bone and several ribs. He will recover.

Sharon Springs, Kan.—The Sharon Springs Elvtr. Co. has just completed a flour and feed storage house. V. Kvasnicka is mgr.—Jimmie Quinn, Ted Branson Co., Salina.

Iowa Point, Kan.—The Quaker Oats Company sold the elevator here to Wm. Harness and Geo. Taylor. It is being prepared for corn. Mr. Harness has been manager for several years.

Garden City, Kan.—Geo. Gano, Hutchinson grain and elevator operator, will build an elevator here. He now operates a line of 50 country elevators in Kansas, Oklahoma and Colorado.

McPherson, Kan.—We awarded the contract for the 150,000-bu. elevator to Jones-Hettlesater, who expect to begin work immediately so it will be ready for the next crop.—The Wall-Rogalsky Milling Co.

Stafford, Kan.—E. C. Bates is now manager of the Farmers Elvtr. Co., succeeding his brother, Gene, who is now assistant manager of the Farmers Co-op. Commission Co. at Hutchinson.

Dwight, Kan.—I have leased the elevator here from Carl A. E. Johnson and will do a general grain business. Mr. Johnson will handle the feed. The elevator has a capacity of about 15,000 bus. The correct firm name is—O. M. Shaw.

Hoyt, Kan.—We installed Hyatt Roller Bearings on corn sheller and also two line shafts. We find this is a wonderful improvement over the old bearings. Expect to install roller bearings throughout elevator next year.—F. H. Hall & Son.

Leavenworth, Kan.—The Cranston-Liggett Grain & Feed Co. is being liquidated on account of failure to cover on short sales of feeds and bad accounts. Creditors are being offered 55c on the dollar. The company manufactured mixed feed and was a heavy operator in mill-feeds and feeding grains. The plant, including the elevator, will probably be taken over by Geo. E. Liggett, one of the former owners, and put in operation.

HUTCHINSON LETTER.

Gene Bates is now asst. mgr. of the Farmers Co-op. Commission Co.

The Western Terminal Elvtr. Co. is installing machinery in its recently completed 300,000-bu. addition to the plant built this summer. The Jones-Hettlesater Construction Co. erected the buildings.

A private office is being arranged for E. Hogle, new sec'y and traffic mgr. of the Board of Trade. He is new to the grain business but will be assisted by Chas. Colby, a grain dealer who served as sec'y several years.

The Grain Belt Elvtr. Co., owned by the L. H. Pettit Grain Co., has named Harry Hamilton, mgr. of the Equity Exchange Co. at Partridge, as manager of its elevator being erected, which is expected to be completed about Dec. 15.

Hutchinson, Kan.—The sale of the Greensburg and Hutchinson elevators leaves us with 2 elevators at Plains, one each at Kismet, Cullison, Turon, Pretty Prairie, Varner, Lashmet, Sterling, Big Bow, Johnson and Saunders, all in Villas County, Kan.—Collingwood Grain Co.

KENTUCKY

Nebo, Ky.—The Nebo Milling Co.'s mill and granary were destroyed by fire the night of Nov. 10 with a loss of \$12,000, of which \$6,000 is covered by insurance. Fire was probably caused by defective wiring.

MARYLAND

Baltimore, Md.—The charge of 1c per bu. for clipping grain charged by the elevators here has been reduced to ½c per bu.

Baltimore, Md.—The Board of Directors of the Chamber of Commerce fixed the annual assessment on memberships in the organization for the coming year at \$30, same as it has been heretofore, at the regular monthly meeting on Nov. 13.

MICHIGAN

Vickeryville, Mich.—Windstorm slightly damaged the plant of the Rockafellow Grain Co. Nov. 16.

Grand Blanc, Mich.—The Grand Blanc Co-op. Ass'n installed a cleaner to be operated by a 10-h.p. fully enclosed, self-ventilated motor.

Durand, Mich.—The M. G. Holmes Bean Co. has overhauled the elevator formerly operated by the Isbell Brown Co., which it is now running.

Ravenna, Mich.—There will be no new elevators in our town, but we expect to make some improvements ourselves.—Ravenna Incorporated Butter Co., H. S. Averill, mgr.

Centreville, Mich.—The two sons of A. H. Reynolds, senior member of A. H. Reynolds & Son, who died last January, are carrying on the business under the name of Reynolds Bros.

Romeo, Mich.—The flour mill, grain elevator and coal sheds of the Knaust Milling & Elvtr. Co. burned at 9 p. m., Nov. 14. Loss will be about \$35,000, of which \$12,000 is covered by insurance.

Central Lake, Mich.—The Argo Milling Co. formerly bot and shipped considerable grain, but of recent years has not shipped out but has shipped in to sell to farmers. Last year 35 cars were shipped in.

Ithaca, Mich.—The Farmers Elvtr. Co. has erected a 60 ft. storage room and an office, the latter being equipped with modern furniture, etc. Scales and furnace were installed, completing an up-to-date plant.

Lansing, Mich.—Ryon Grain Co., incorporated; capital stock, \$50,000, by Robt. Ryon, pres., L. M. Swift, vice pres., and L. E. Owen, sec'y and treas. It will sell building materials and conduct a general grain business.

Flint, Mich.—Fire at our plant was confined to roof. We need no new machinery. Our damage was not large, about \$8,500 to building and \$4,700 on grain. Everything is adjusted and we are now rebuilding. Building burned was used as warehouse and grain storage.—Peninsular Milling Co.

Kinde, Mich.—Fire destroyed the elevators of the Bad Axe Grain Co. and the Farmers Co-op. Elvtr. Co. Nov. 12 with a loss of about \$175,000. Buildings were worth \$90,000 and grain contents, \$85,000. The fire started in the elevator of the Bad Axe Grain Co. at 2:30 a. m., and spread across the railroad tracks to the Farmers Co-op. Elvtr. Co.'s elevator, burning several railroad cars in its path. The two elevators will be rebuilt, probably at once. Stock was fully insured and the buildings were insured 80%. The Bad Axe Grain Co. will use an abandoned elevator at Fillion while rebuilding.

MINNESOTA

Walters, Minn.—The Speltz Grain & Coal Co. will open a feed mill soon.

South Haven, Minn.—The Osborne McMillan Elvtr. Co. has installed an electric feed mill.

Le Roy, Minn.—The Farmers Co-op. Grain & Stock Co. has erected 18 coal bins. V. A. Morrow is mgr.

Wells, Minn.—A new dump scale and other repairs were added to the Farmers Elevator at this place. The T. E. Ibberson Co. did the work.

Seaforth, Minn.—The Farmers Elvtr. Co.'s elevator burned Nov. 6. Two box cars were also destroyed. Building and contents were insured.

Duluth, Minn.—T. G. Winter's membership in the Board of Trade has been transferred to L. G. Truesdell of the Winter-Truesdall-Diercks Co., Minneapolis.

Duluth, Minn.—John M. Ericson of H. L. Hankinson & Co. suffered a dislocated hip and a broken knee cap when his automobile collided with a street car.

Brainerd, Minn.—Geo. Senn and Geo. Cain are opening a flour and feed store in connection with Mr. Senn's machinery and elevator business. An addition to the elevator is being built.

LeSueur Center, Minn.—A meeting was held Nov. 14 by the farmers to consider a plan to acquire an elevator for grain marketing. J. N. May, deputy commissioner of agriculture, talked.

Albert Lea, Minn.—The Speltz Grain & Coal Co. will open a feed mill. It has feed mills at Glenville, Hope, Myrtle and Alden. The feed mill here will be equipped with the latest type machinery.

Frontenac, Minn.—The elevator owned by C. E. Zimmerman of Lake City was burned Nov. 19 and an adjoining lumber yard and machine shed suffered losses. The loss, amounting to \$7,500, is partially covered by insurance.

Sacred Heart, Minn.—The Walstad Independent Elvtr. Co. is building a feed mill and warehouse adjacent to its elevator. This feed mill will be equipped with a large Munson Attrition Mill and Kenyon Corn Crusher and will have a large capacity for grinding. A leg and head drive will be installed in the elevator. The Hogenson Construction Co. is doing the work.

Duluth, Minn.—We have recently opened an office in Duluth for the purpose of having our own representative in the Northwest to look after our interests in the exporting of grains and the general grain business in which we are interested. C. H. Peterson, formerly asst't director of purchases for the American Linseed Co., New York City, is our representative.—Bunge North-American Grain Corp.

Silverton (Thief River Falls p. o.), Minn.—Chas. E. Eckles, a Minneapolis commission man, is sponsoring a movement to dispose of the Hansen & Barzen Milling Co.'s elevator. Eckles is canvassing the community in an effort to arouse interest, the remainder to be paid by Mr. Moe, who is grain buyer for the Hansen & Barzen Milling Co. The elevator, in charge of J. M. Schie, may be closed at the end of the year on account of the death of the company's pres. It has been operating more than 15 years.

Thief River Falls, Minn.—Math. Barzen, of the Math Barzen Co. and pres. of the Montana-Dakota Grain Co., died recently of a heart attack. He was one of the pioneer builders of this community, coming here in 1893. He became associated with the Kretzschmar flour mill, and bot it later. He organized the Hansen-Barzen Milling Co. in 1904, becoming pres. and mgr. This company owned and operated a line of elevators in this district. The company was dissolved in 1927 and 11 of these mills, including the local mill, were taken over by the Math Barzen Co.

MINNEAPOLIS LETTER.

Thos. R. (Ray) Barrett is representing H. L. Hankinson & Co. on the Chamber of Commerce. He was a grain solicitor out of Minneapolis several years.

A commercial protein laboratory, to be known as the Tri-State Laboratories, has been started under the management of J. A. Bolton, formerly of the Atwood-Larson Co., and A. D. McGuire.

Minneapolis, Minn.—The annex erected for the Archer Daniels Midland Co. by Jas. H. Brown Co. has been completed and filled with grain. First grain entered Oct. 21 and the house was filled by Nov. 7.

The city council will be asked to request the estimate and taxation board to issue necessary funds to finance an extension of the terminal river walls downstream for a considerable length to provide additional space for tying barges.

The bond houses are offering a \$3,000,000 note issue of Van Dusen Harrington, Inc., in the form of collateral trust 5½% sinking fund gold notes. Van Dusen Harrington, Inc., was organized to acquire the entire capital stock of the Van Dusen Harrington Co., F. H. Peavey & Co., having recently acquired all the common stock of the company.

A group of members of the Chamber of Commerce petitioned the management of the grain board to organize a stock exchange, thereby adding trading in stocks and bonds and publishing of daily quotations to its present activities of handling grain sales and quotations. The proposal will be referred to the Chamber's attorneys to ascertain if its articles of incorporation permit trading in securities.

MISSOURI

Shelbyville, Mo.—The Farmers Elevator Co. installed corn sheller and cracker.

Tarkio, Mo.—We are installing a Bender Electric Dump.—Tarkio Mill & Elevator Co.

St. James, Mo.—W. L. Kirgan bot the elevator from W. C. Jacobs early this month.

Neosho, Mo.—Phil Ratliff is constructing a feed mixing plant with grain storage capacity.

Sturgeon, Mo.—C. L. Harper of Hawk Point is now manager for the Sturgeon Elevator Co., succeeding C. W. Dudley who took a position with an elevator company at Odessa.

Tarkio, Mo.—Excavation work on elevator for the Tarkio Mill and Elevator Co. started Nov. 7. S. O. Clark has the excavation contract and the R. M. Van Ness Construction Co. the building contract.

Deepwater, Mo.—A. R. Britain, assisted by his son-in-law, Clarence Hegwood of Ottawa, has started doing business in the mill and elevator he bot recently. They received corn Nov. 6 and started grinding Nov. 7. They intend manufacturing a dairy feed.

St. Joseph, Mo.—Contract for the erection of the 2,500,000 bu. grain elevator to be erected by the Union Terminal Co. and leased by the Trans-Mississippi Grain Co. has been awarded to the Lehr Construction Co., John S. Metcalf & Co. being engineers in charge.—P. J. P.

KANSAS CITY LETTER.

Phillip G. Hale has applied for membership in the Board of Trade on transfer from Allen Logan III. The price was \$7,000, including the \$400 transfer fee.

Geo. C. Grogan of the Lathrop-Marshall Grain Co. suffered a bruised shoulder and severe cuts when his auto was struck by a train at Columbia, Tenn., during his recent visit to the City Mill & Grain Co. and the Columbia (Tenn.) Mill & Elevator Co.

The following committee has been appointed to nominate candidates for officers of the Board of Trade during 1929: H. C. Gamage, chairman. K. C. Irons, C. M. Hardenbergh, C. E. Watkins, and C. H. Black. Nominations will include positions of pres., second vice pres., six directors, and the arbitration committee of five.

Authority has been granted for the enlargement of the Chicago & Alton grain elevator and work will start at once. It is proposed to double the bin capacity by the erection of 6 additional tanks. Pile drivers are starting to drive 800 piles for the foundation. Work will be rushed so space will be available for late deliveries of grain.

Written agreement between officers of the Woods Brothers Corp. and the waterways committee of the Chamber of Commerce providing for erection of a 2,000,000 bu. grain elevator on the Mississippi River for handling grain from railroad cars to barges or vice-versa was signed recently as a part of plans to expand the river-rail terminal plans here. The company will erect an original unit with storage capacity of 500,000 bus. of grain. No selection of site has been made.

John J. Fennelly died Nov. 16. He was born in County Cork, Ireland, in 1864. When 21 he was sent to the New World by a London bank. He started in the grain business with the Armour Grain Co. at Minneapolis in 1888, later, the same year, coming here. He went to Mexico in 1890 and from there to New Orleans, becoming associated with Hall & Robinson, grain exporters, and later organizing Fennelly, Fox & Co. He returned to Kansas City in 1892, becoming vice pres. of the Hall-Baker Grain Co. Ill health forced his retirement in 1925. He was a member of the Board of Trade, Chamber of Commerce and the Country Club.

A resolution endorsing a stock exchange was adopted by members of the Board of Trade at the Grain Club Dinner. The resolution will be submitted to the directorate for consideration. Eugene Thompson of Washington, pres. of the Associated Stock Exchanges of the U. S., comprising 11 exchanges, stressed the need for an exchange. Approximately 150 grain men, bankers and brokers were present. The investment bankers were asked to name a committee to work with the Board of Trade committee, but no action was taken. A committee from the Grain Club, composed of Jas. N. Russell, C. P. Cauthorn, Kenneth G. Irons and J. K. Christopher was named 9 mos. ago to investigate the feasibility of a stock exchange here.

ST. LOUIS LETTER.

John J. Robertson, a retired grain dealer, died recently at the age of 75.—P. J. P.

Clarence O. Gamble of Knight, Dysart & Gamble was recently elected to membership in the Merchants Exchange.

The Board of Directors of the Merchants Exchange has voted to redeem memberships up to a total of 50 at a flat price of \$100, both on dues paid and unpaid.

Following is the nominating committee recently appointed for the coming year by the Merchants Exchange: A. T. Leonhardt, W. J. Niergarth, W. H. Toberman, G. A. Veninga, and H. A. Von Rump.

MONTANA

Richey, Mont.—We have installed a tri-motor disc machine.—Smith-Tyner Co., L. C. Bout, mgr.

Toston, Mont.—Fire, Sept. 6, caused slight damage in the elevator acquired by the State Elevator Co. this summer.

Chester, Mont.—The Winter Truesdell Diercks Co. had a Kewanee Dump installed and repairs made by the T. E. Ibberson Co.

Scobey, Mont.—W. G. Blackerby has been transferred here by the Montana-Dakota Elevator & Milling Co. from Laurel. He will have charge of the elevator.

Malta, Mont.—R. P. Misener, who has been with the Farmers Elevator Co. for the past two years, resigned to go to Whitewater as manager for the Farmers Elevator Co. there.

Laurel, Mont.—W. G. Blackerby, who has had charge of the mill for the Montana-Dakota Elevator & Milling Co., has been transferred, at least temporarily, to have charge of the elevator at Scobey. This mill will be closed for the present.

Culbertson, Mont.—Extensive repairs were made by the Farmers Elevator Co. New legs, Richardson Automatic Scales, Strong-Scott Manlift, Ibberson Bin Alarm and other equipment were added to its plant. The T. E. Ibberson Co. had the contract.

Whitewater, Mont.—The Farmers Elevator Co. opened its elevator for business Nov. 10 with R. P. Misener, formerly with the Farmers Elevator Co. at Malta, as manager. Officers are: Clem M. Weise, sec'y, and Geo. Green, Ben Fjeldheim, Ted Olson and S. A. Sorenson, directors.

Frazier, Mont.—The Smith & Tyner Co. of Oswego, Mont., is making several improvements in the plant here. The T. E. Ibberson Co. is doing the work. A Strong-Scott Dump along with a Fairbanks 10-ton scale and a new leg are a part of the improvement being made. A new Richardson Automatic Scale has also been installed.

NEBRASKA

Stein, Neb.—I. H. Kuper bot a Bender Electric Truck Dump.

Weeping Water, Neb.—E. F. Marshall bot the elevator from Switzer Bros.

Tekamah, Neb.—The Holmquist Grain & Elevator Co. installed a scale.

Walthill, Neb.—The Holmquist Grain & Elevator Co. installed a Winter Dump.

Lynn, Neb.—A Kewanee Dump was installed by the Holmquist Grain & Elevator Co.

Oakland, Neb.—We installed a Kewanee Dump.—Holmquist Grain & Elevator Co.

Hartington, Neb.—The Holmquist Grain & Elevator Co. installed a Kewanee Dump.

Ceresco, Neb.—Farmers Union Co-op. Co. installed a Bender Electric Truck Dump.

Rosalie, Neb.—We installed 2 Kewanee Dumps.—Holmquist Grain & Elevator Co.

Bloomfield, Neb.—The Holmquist Grain & Elevator Co. has installed Kewanee Dump.

Blair, Neb.—The Holmquist Grain & Elevator Co. has installed a Kewanee Dump and a scale.

Daykin, Neb.—I am not with the Farmers Co-op. Elevator Co.—T. C. Hart, former mgr.

Louisville, Neb.—The Louisville Farmers Elevator Co. has bot a Bender Electric Truck Dump.

Coleridge, Neb.—We installed a Kewanee Dump and a scale.—Holmquist Grain & Elevator Co.

Herman, Neb.—A Kewanee Dump and a scale were installed by the Holmquist Grain & Elevator Co.

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Grain Dealers Journal

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Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Inland, Neb.—I am local manager and have full charge of the Brooking Grain Co.—P. W. Korgan.

Oakdale, Neb.—Burdett Boyes, owner of the Seward City Mills at Seward, bot the small mill here.

Touhy, Neb.—Emil Ohnouta bot Nye & Jenks Grain Co.'s elevator and lumber yards. He now owns both elevators in town.

Fremont, Neb.—C. J. Malmsten will erect a large grain elevator in connection with his modern dairy farm, 6 miles north of Fremont.

Chappell, Neb.—The Lexington Mill & Elvtr. Co. has found it necessary to plan enlarging the feed department recently added as a side line.

Gering, Neb.—The Gering Mill & Elvtr. Co. will use the office and warehouse building south of its plant as a flour warehouse, having leased it for that purpose.

Aurora, Neb.—The Business Men's Club is sponsoring Federal Grain Inspection. The only inspectors in the state are at Omaha, Lincoln, Kearney, Columbus and Superior.—P. J. P.

Aurora, Neb.—The T. B. Hord Grain Co. handled 460 cars of grain during August. It plans to double its capacity. Present facilities permit loading a 40-ton car in 10 minutes and 30 cars a day handling capacity.—P. J. P.

Kearney, Neb.—Kearney Grain Co. incorporated, capital stock, \$15,000, to maintain a grain exchange, promote uniformity in customs and usages, to buy and sell grain, etc., by J. P. Gibbons, D. P. Rankin and Paul R. Burgner. It will establish federal grain inspection here.

Farwell, Neb.—We have just installed a No. 3 J. B. Mill and 40-h.p. Fairbanks Motor in our west elevator, formerly the Taylor Elvtr., purchased by us July 1, 1928. We now have two elevators here and have made extensive repairs on both and remodeled and build additional coal sheds and truck dump. We now have an A No. 1 plant here.—Farmers Co-op. Grain & Supply Co.

The Nebraska Ass'n of Grain Elevator and Mill Operators, of which T. B. King of Central City is president, merits the full support of all regular dealers who desire the same benefits for grain handlers in their state that have accrued from organized effort in other states. A well managed ass'n, such as this promises to be, can help members to make their business better, safer and more profitable.

Omaha, Neb.—At its annual election of directors Nov. 14 the Grain Exchange chose M. I. Dolphin and Chauncey Abbott, Jr., to succeed themselves. C. H. Wright was chosen to succeed O. E. Harris. Mr. Harris was pres. of the Exchange the past year. At a meeting of directors held Nov. 20 the following officers were elected: E. W. Taylor, pres.; W. T. Burns, first vice pres.; C. H. Wright, second vice pres.; and W. H. Hynes, re-elected treas. Frank P. Manchester is entering upon his 20th year as sec'y.

NEW ENGLAND

Boston, Mass.—Jacob I. Andrews of the New England Cereal Co. has applied for active membership in the Grain and Flour Exchange.

Rockville, Conn.—The Yantic Grain & Products Co. of Norwich bot the property and business of the Rockville Milling Co. from Sherwood C. Cummings.

Somerville, Mass.—H. L. Tuttle Flour Co. incorporated, with capital of \$5,000, to buy and sell flour, feed, grain, hay, etc. Elmer E. Dawson of Winthrop, pres., Florence A. Buswell, treasurer and clerk.

Boston, Mass.—Geo. Frederick Tarbell, aged 63, well known to the grain trade and a member of the Boston Grain & Flour Exchange, died Nov. 11 at his home in Watertown. For many years he has been associated with the Grand Trunk Railway as east bound agent here.

NEW MEXICO

Clovis, N. Mex.—I have sold my grain business here at Clovis.—R. A. Yost.

NEW YORK

Gouverneur, N. Y.—The feed mill of J. E. McAllister & Son was slightly damaged by fire, reported as being caused by a dust explosion, Nov. 13.

Jamestown, N. Y.—The Churchill-Moore Co. have only bot the retail store of the Jamestown Electric Mills. The mill and warehouses are still in the hands of the undersigned assignee. The Grandin Milling Co. is the only plant operated here with grain elevators.—D. S. Churchill, assignee.

Lyons, N. Y.—The fire at our plant here was undoubtedly caused by a short circuit in our car. The fire took place in our garage which at the time was loaded with beans. The truck, garage and load of beans were damaged to the extent of approximately \$500.—Vanderveer & Coleman, Inc., H. G. Chapin, pres.

Auburn, N. Y.—B. A. Dean, pres. and senior partner of B. A. Dean & Son, Inc., died at home Oct. 20, aged 72 years. He was a well known hay and grain dealer and was president of the National Hay Ass'n in 1911. During the war he served in the quartermaster's department without pay directing the distribution of forage.

BUFFALO LETTER.

Frank E. Hurlburt, supt. for the Pierce grain elevators, died Nov. 1, aged 66 years.

Geo. Urban Milling Co.'s office was robbed of between \$500 and \$1,000 Nov. 7 by two masked men who locked the watchman in a back room.

Albert A. Voss, formerly with the Export Elvtr. Co. and the McConnell Grain Corp., is in charge of the cash grain dept. of D. E. Newhall, Inc.

NEW YORK LETTER.

This firm is now incorporated under name of Spillers Incorporated, date of incorporation Sept. 1, 1928.—Spillers, Inc.

A Produce Exchange membership sold for \$25,000 and another for \$23,800, the latter being an advance of \$2,800 over the previous sale.

The Board of Managers of the Produce Exchange has adopted the rules for dealing in securities. Copies have been distributed to members.

Harry N. Hedges has charge of the freight engagements of the Bunge North American Grain Corp. He was connected with shipping and freight brokerage houses on the New York Produce Exchange for several years, after which time he was with Caldwell & Co.

NORTH DAKOTA

Reynolds, N. D.—W. S. Benson is mgr. of D. J. Hennessy's elevator.

Grand Forks, N. D.—The affairs of the State Mill & Elvtr. Co. are being audited by F. F. Burchard.

Fillmore, N. D.—The Minnekota Elvtr. Co. had a Strong-Scott Dump installed by the T. E. Ibberson Co.

Inkster, N. D.—No new elevators will be built as reported. The Equity Co-op. Co. will not open this year.

Crete, N. D.—The Farmers Co-op. Grain Co. is having the T. E. Ibberson Co. make general repairs on its elevator.

Adams, N. D.—A Fairbanks Morse Motor has been installed by the Minnekota Elvtr. Co. and repairs have been made. The cleaner is driven by a 2-h.p. motor.

Lakota, N. D.—The elevator of the North Dakota Wheat Growers Ass'n, containing 30,000 bus. of grain, was burned Nov. 8 with a loss of about \$40,000.

Edmore, N. D.—Three elevators here have been wired for electric power. They are those of the Edmore Grain Co., Farmers Shipping & Supply Co. and Van Osdel & Goulding.

Tuttle, N. D.—We have installed a 10-ton Fairbanks Scale. Work on this was done by the Ibberson Construction Co. We have also installed 3 motors for power.—Lybeck Grain Co.

Hebron, N. D.—Fire, on Nov. 21, totally destroyed the elevator and stocks of the Hebron Farmers Union Elvtr. Co. The cause is given as a locomotive spark lodging in the dust-covered eaves.

Kuroki (Westhope p. o.), N. D.—The Kuroki Elvtr. Co. will build a 40,000-bu. elevator to replace the one burned Oct. 7. It will have 18 bins, all hoppers, equipped with 2 large capacity legs, Richardson Automatic Scale, Winter Universal Drives, Winter Pneumatic Dump, Fairbanks Dump Scale, and G. E. Motors. A Big Four Disc Separator will be installed. The plant will be covered with galvanized iron. The Hogenson Construction Co. has been awarded the contract.

Regan, N. D.—The Farmers Union Elvtr. & Mercantile Co., C. W. Parsons, mgr., will motorize its plant as soon as the high line comes thru. It will install Strong-Scott Head Drives and Fairbanks Enclosed Fan Cooled Motors. The Hogenson Construction Co. has charge of installation.

New England, N. D.—We are now completing a 20,000-bu. cribbed annex to our elevator which will be ready in 10 days. Have now 65,000 bus. capacity. There are now 6 elevators here, Farmers Equity Exchange, E. J. Freeman, Ind. Elvtr., Empire Elvtr. Co., Western Lumber & Grain Co. and ours.—Columbia Elvtr. Co., N. M. Weber, mgr.

OHIO

Jenera, O.—The Jenera Co-op. Grain Co. is remodeling its elevator so as to have more space.

Lewisburg, O.—C. W. Pontius is operating a Rosco Oat Huller furnished by the Sidney Grain Machinery Co.

Greenville, O.—The Ohio Grain Dealers' Ass'n held a group meeting here on Nov. 20 at 6:30 p. m. at the Elks Club.

Greenville, O.—Weimer Mills are installing hammer mill and other equipment furnished by the Sidney Grain Machinery Co.

Ashville, O.—Fire burned the supports of the receiving elevator of H. M. Crites Elvtr. Co. recently. As the building is fireproof little damage was done.

Curtice, O.—The Ottawa County Co-op. Co. has equipped its elevator with a Western Corn Sheller which has a capacity of between 800 and 1,000 bus. per hour.

Mechanicsburg, O.—The Ohio Grain Co. further improved its plant by installing a one-ton batch mixer and an overhead dump. The Sidney Grain Machinery Co. had the contract.

Maria Stein, O.—Concrete work for the foundation of the addition to the Landman Milling Co.'s elevator has been begun and preparations are being made for the erection of the superstructure.

Leesburg, O.—Dewey Bros., having enlarged their storage capacity for the manufacture of live stock feeds last month, have bot transmission and elevating equipment from the Sidney Grain Machinery Co.

Marshall's Crossing (Hillsboro p. o.), O.—Swearengen & Gross bot the elevator on the Pennsylvania R. R. and have taken possession. They were formerly at Casstown.—E. T. Cusenbolder & Co., E. T. Cusenbolder, Sidney.

Liberty Center, O.—The Liberty Center Grain & Stock Co. has installed a McMillin Combination Wagon and Truck Dump with extended track to take care of dumping into several sinks. It is driven with a 2 h.p. motor and high speed chain drive.

Wharton, O.—The Cramer Elvtr. has installed an oat huller, attrition mill and other equipment in the mill Mr. Cramer bot from the Wharton Farmers Grain Co. and which he remodeled into an up-to-date mill and elevator. The Sidney Grain Machinery Co. furnished the equipment.

The Ohio Grain Dealers Ass'n is making a canvass of its membership to determine the turn-out for a proposed two-day boat trip from Toledo to Mackinac Island and return in conjunction with the fiftieth annual meeting next June. From all indications the membership will quickly respond favorably to the proposition, in which event an entire boat will be chartered for the exclusive use of the grain dealers. However, reads the warning from the capable Sec'y Cummings, only 500 can be accommodated and the policy of first-come (with the reservations) first-served must, of necessity, be pursued. A special orchestra will buoy up any "bearish" spirits, interspersed with dancing, deck dames (like they play on all the ocean liners), concerts, and business sessions at the usual hours. The trip is a beautiful one, the meals unsurpassed, and the total expense to be only \$30 each, or less. "What more could be asked," says the enthusiastic "Bill" Cummings.

OKLAHOMA

Hammon, Okla.—The Hammon Milling Co. has gone out of business.—First National Bank.

Dover, Okla.—The Dover Mill & Elvtr. Co. has had its feed mill overhauled and remodeled.

Cherokee, Okla.—The Farmers Elevator Co. has been admitted to membership in the Oklahoma Grain Dealers Ass'n.

Hough, Okla.—The town 20 miles west of Hooker is named Hough (pronounced like Huff). It has no agent. I am letting a contract for a 20,000-bu. elevator at that point. Everything will be modern and up to date.—Geo. Probst, Beaver, Okla.

Fairmont, Okla.—We will have our office completed by Dec. 1. We have ordered an air dump with steel hopper to be installed later. We bot the old W. B. Johnston elevator and are working same now. Officers of our ass'n are: Frank Firey, pres., Ed. Ekert, sec'y and F. W. Seel, mgr.—Farmers Co-op. Assn., F. W. Seel.

PACIFIC NORTHWEST

Seattle, Wash.—The Ryer Grain Co. is going to close its Portland, Ore., office Dec. 1.

Michaud (Pocatello p. o.), Ida.—Michaud Warehouse & Grain Co. has just completed the addition of 120 ft. to its warehouse.—W. J. Hubbard.

Jerome, Ida.—The 100 car capacity bean elevator built by the Southern Idaho Wholesale Grocery Co. has been put into operation. O. J. Schreffler of Twin Falls is mgr.

Midvale, Ida.—J. J. Marsh is now operating the warehouse formerly operated by M. P. Toning and last year by the Associated Warehouse Co.—The Midvale Elvtr., J. H. Goodnight, mgr.

Seattle, Wash.—The Seattle elevator bond issue has gone thru and we believe the preliminary work is done, but the actual construction is not yet started, nor has the contract been let.—J. F. Lanser.

Tacoma, Wash.—The bond issue of \$500,000 for a grain elevator at the Port of Tacoma was approved by a vote of the Port District, but as yet no definite plans have been consummated for the sale of this issue or the construction of this elevator.—Port of Tacoma, G. W. Osgood, mgr.

Virginia, Ida.—The Supreme Court of Idaho has affirmed the judgment in favor of R. E. Joslin and Joslin & Loveland against the Union Grain & Elvtr. Co. for services rendered in purchasing wheat for defendant. Counterclaim for value of wheat purchased by plaintiff with defendant elevator company's money was thrown out by the court.

Portland, Ore.—I have heard rumors to the effect that a dock property was about to be developed, also that a grain elevator was under consideration, but thus far, in so far as I am advised, no announcements have been made, and the matter apparently is not sufficiently advanced to consider seriously as yet.—Philip H. Carroll, executive sec'y, The Commission of Public Docks.

Portland, Ore.—The Union Pacific railway, which owns the site of the Portland Flouring Mills, is making improvements increasing the capacity to 1,200,000 bus. The new facilities provide for a loading speed of 26,000 bus. an hour, making in Portland a total loading increase to 94,000 bus. per hour and loading berth space for 9 ships to take bulk wheat when the new terminal is completed. The property has been leased to Kerr Gifford & Co. Everything is expected to be completed by July 1, 1929, and 60% completed by Jan. 1, 1929.

American Falls, Ida.—The 85,000-bu. elevator now leased to the Great Basin Grain Co., has been purchased by W. W. Percival, pres. of the Hylton Flour Mills, Inc., of Ogden, Utah, and the Lakeside Milling Co. of Salt Lake City. He also bot machinery and equipment of the 500 bbl. flour mill formerly operated by the Northern Flour Mills Co. This mill was dismantled before it was submerged by water from the reservoir, and the machinery was purchased from the United States reclamation service. He is contemplating building either here or at Ogden.

SOUTH DAKOTA

Britton, S. D.—The Powers Elvtr. Co. had a Strong-Scott Dump and a Fairbanks Morse Scale installed. The T. E. Ibberson Co. had the contract.

Volin, S. D.—The Aetna Grain Co., whose elevator burned last March, sold the property on which the elevator stood to John Alder. It is understood that he will build an elevator.

Aberdeen, S. D.—The Eagle Roller Mill Co. has had a coal shed with 5 iron clad bins erected by the T. E. Ibberson Co. Other improvements, consisting of head drives, etc., were made.

Tea, S. D.—Our fire was started by a hot bearing which burned into motor windings and destroyed the motor and belt. Motor was enclosed in fireproof booth so the fire did not get outside of it and no damage was done to the elevator or coal sheds.—J. P. Olson.

Menno, S. D.—Paul Williamson of Merrill, Ia., has become owner of the Hainer grain elevator here, having traded land in Hyde County, S. Dakota, for the property, which has been owned by H. Hainer at Alpena, S. D. Mr. Williamson will install new machinery and operate it himself. In addition to this he will operate a feed mill in a nearby elevator.—Art Torkelson with Lamson Bros. & Co.

Freeman, S. D.—The elevator belonging to J. J. Pollmann burned the night of Nov. 12. Despite efforts of the townspeople it spread to an adjoining elevator that is being used for hobsled storage, but they managed to save the Farmers Elevator. Mr. Pollmann was burned trying to put out the flame. High winds spread the flames. The loss will be heavy as very little insurance was carried.

SOUTHEAST

Norfolk, Va.—J. M. Gwaltney & Co. and T. O. Gwaltney & Co. have merged under the name of the former.

TENNESSEE

Memphis, Tenn.—C. E. Coe has resigned as representative for C. U. Snyder & Co. to enter the brokerage business. He is president of the Merchants Exchange and is a leader in the movement to start future trading in cottonseed and cottonseed meal here.

TEXAS

Dallas, Tex.—H. L. Redfield, grain and feed merchant, died recently.

Dimmitt, Tex.—C. O. Byrnes will be in charge of the elevator erected by him and the Kearns Grain & Seed Co.

Vernon, Tex.—The A. E. Johnson Grain Co. incorporated, capital stock, \$5,000; incorporators, A. E. Ruby and W. E. Johnson.

Dalhart, Tex.—The Strader Grain Co., G. D. Adams, mgr., has leased a grain house, coal bins and scales from Mrs. C. C. Martin.

Perico, Tex.—We have remodeled the elevator we bot last June from Bouquout & Ludwick, the White Star doing the work.—W. P. Henne-man Co.

Follett, Tex.—Mr. Phillips, who used a blower to load grain into cars at this station last summer, is now operating a filling station at Perryton.

Conway, Tex.—The Barnett-Fields Grain Co. plans to install a modern air dump, scales and register and expect to enlarge the bin capacity of the building.

Ft. Worth, Tex.—S. T. Oates, formerly located here, is now in charge of the branch office of the W. P. Stowers Grain Co., of Oklahoma City, recently opened here.

Plainview, Tex.—We have postponed the building of a head-threshing house and elevator for the present. We started working on plans too late to complete for this year's crop.—Hughston Grain Co.

Cereal (Aiken p. o.), Tex.—The completion of the elevator for the J. E. McAvoy Elvtr. Co., Inc., brings the total in Floyd County to 8 elevators built during the past year, doubling the grain handling facilities.

Lariat, Tex.—The Farmers Grain Co. of Farwell has completed an 18,000-bu. elevator to be run under the same name here. W. N. Osborne is mgr. Construction was by the Star Engineering Co. There is another elevator here of the same capacity run under the name, Kearns Elvtr., owned by Harry Kearns, Amarillo, one carlot shipper there for Doggett Grain Co. of Dallas.—Farmers Grain Co., Farwell.

UTAH

Spanish Fork, Utah.—The H. & T. Feed & Elvtr. Co. has been incorporated for \$50,000 by Joseph Hansen, P. P. Thomas and W. A. Simmons.

Ogden, Utah.—The Royal Milling Co. is erecting a large warehouse and an office building. This will complete the expansion started last spring. During the summer storage capacity was increased from 400,000 to 700,000 bus.

WISCONSIN

Superior, Wis.—Permit has been issued to the Cargill Elvtr. Co. for the erection of a \$30,000 elevator.

Milwaukee, Wis.—Memberships in the Milwaukee Chamber of Commerce were quoted at \$1,000 on Nov. 24.

Milwaukee, Wis.—Chas. C. Middleton, broker, was recently elected to membership in the Chamber of Commerce.

Superior, Wis.—We have been unable to verify the rumors that two elevators will be erected here.—Wisconsin Grain & Whse. Com., J. W. Conner, sec'y.

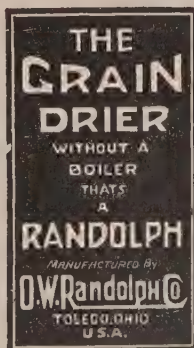
Colfax, Wis.—Don Crane, son of E. J. Crane, managed his father's elevator for several weeks as Sophus Nielsen, who was to have taken charge, underwent an operation.

Evansville, Wis.—Eder Whipple, 54, engaged in the grain business for several years, died Nov. 8 after an illness of 3 weeks. He had been in failing health for 2 years.

WYOMING

Gillette, Wyo.—The elevator built by Ben Powell has been leased out to Jack Hansen and J. W. Hansen and is run as the Farmers Elvtr. Co.—E. C. Paris.

Gillette, Wyo.—I resigned from the management of the Sheridan Flouring Mills, Inc., and the company expects to appoint another manager from Sheridan. They bot the old site from the Farmers Elvtr. Co.—E. C. Paris.



Elgin Flour & Feed Co., Elgin, Ill.

This plant is equipped with a Randolph Direct Heat Grain Drier

A New Dust for the Control of Oat Smut

By H. C. YOUNG, Chief Dept. of Botany, Ohio State Experiment Station

It is one thing to devise and recommend methods and materials for the control of plant diseases, but it is entirely another matter to bring such methods and materials into general use. This seems especially true with many types of seed disinfecting methods.

Seed disinfection on the whole is a very profitable practice. There is scarcely a variety of seed that does not carry disease-producing organisms which, when planted along with the seed, results in subsequent disease. In fact, one of the chief sources of infection, and mode of distribution of some of our most destructive parasites, is produced in this manner.

There are two general types of seed borne diseases, one the germ inside of the seed and the other the germ is on the outside. The loose smut of wheat is an example of the first type and such contaminated seed are not easily disinfected. The organism or germ within the seed is a plant constructed much the same as the seed, and what kills one kills the other. At present the only method of destroying such germs is by what is known as the hot water method. The seed will stand about 3 degrees higher temperature than the disease germ, the range being 119° to 122° F.

The disease germs that are on the outside, or connected with the seed coat, lend themselves more easily to destruction. In this group must be included the two types of oat smut, the stinking smut, or bunt of wheat and barley, and millet smut, and a large number of other types of diseases. Many chemical poisons have been used in killing these parasites. The method used has been largely one of soaking the seed in varying concentration of disinfecting materials.

When properly done, the method is effective, but it is not easy, and when concentrations are not right or the seed is not properly dried, considerable injury results. Such a method was devised for the control of oat smut, and ten years ago the method was recommended throughout the oat growing regions. It was thought that smut would vanish from the oats, but at present there seems to be very little reduction. At first many growers treated their seed, but in the main they did not find the method easy, and frequently severe injury resulted. Today only a few treat their seed oats and the method is rapidly going into the discard.

Sensing the situation a few years ago, we attempted to simplify the method. We hoped to devise a method that would be so simple and harmless that no grower could afford not to use it. To accomplish this we set out to devise a dry treatment which would eliminate the soaking of the grain and thus reduce the chances of injury which usually resulted in the improper handling and drying after treatment. Several of the ordinary disinfectants, such as mercury, carbolic acid and coppers, were tried, but were either ineffective or too expensive. Owing to the peculiar coating of the oat grain a chemical was required that would penetrate through the folds and crevices of the coat. To accomplish this the material had to be ground to an extremely particulate state or be in a gaseous state.

Formaldehyde Gas Made into a Dust.—In the wet treatment for the control of oat smut formaldehyde was used. This chemical when pure is a gas. Our problem, therefore, was to substitute a dry carrier for the ordinary water carrier for this gas. About this time many advances were being made in chemical researches on the absorption, the carrying or holding ability of certain solids of gases. Centering our attention on this point, it was found that a very fine earth made from ground skeletons of a very small sea plant and called diatomaceous earth, would hold sufficient formaldehyde gas to be effective as a seed disinfecting compound. Numerous greenhouse experiments showed us that there was a wide margin between dust concentrations that would kill the smut germs and that which would result in injury to the grain. Several of these concentrations were tried out in the field in 1927 and the results are recorded in Table 1. The plots were 1/100 acre and run in triplicate. The seed oats used were heavily infested with smut and the test can be considered a severe one.

Oat Smut Control, 1927.

Treatment.	Per cent smut.
Check, average of 12 plots.....	47.
Formaldehyde dust, 3.3%.....	0.1
Formaldehyde dust, 4 %.....	trace*
Formaldehyde dust, 5 %.....	trace
Formaldehyde dust, 6 %.....	trace
Formaldehyde dust, 8 %.....	trace
Formaldehyde liquid.....	trace

*A trace indicates less than 1/10 of 1 per cent smut.

The results were almost perfect and in some plots not a smutted head could be found. The experiment was run again in 1928 with exactly the same results. Since the results were so promising in the small plots it was thought advisable to extend the tests to larger fields throughout the state. The treatments in our small plots were carefully made, and it might be said that the dust had a more favorable chance than it would have had in the hands of the commercially grown. To determine this point the material was sent to most of the growers and they treated the seed themselves. The field demonstrations with smuttox were conducted by Dr. A. L. Pierstorff with gratifying results.

Smuttox is the commercial name for the manufactured formaldehyde dust product. In practically every case the field demonstration resulted in perfect control of smut.

Method of Using Formaldehyde Dust or Smuttox.—The method of applying the dust need not be confined to any one procedure. However, in trying out several methods the following proved to be effective, simple and quick. A salt or sugar barrel makes a good light container.

Nail two or three cleats endwise to act as baffles for thoro mixing. Select a piece of oil-cloth or tightly woven cloth large enough to fit over the end of the barrel and a rope or strap to fasten it on. Two bushels of grain are then placed in the barrel with 6 ounces of the dust, the barrel covered and rolled from 6 to 10 feet on the floor. The treated grain is then sacked and allowed to stand over night and is ready for sowing. No harm will result if the grain stands longer, or indefinitely, and if all is not sown the surplus can be used as feed. The only precautions necessary are: (a) 3 ounces of dust must be used per bushel of grain; (b) this must be thoroly mixed with the grain; (c) the grain must be allowed to stand at least over night in sacks.

The cost is approximately 15 cents per acre. Smut usually reduces the yield from 6 to 10 bushels per acre. Aside from this the removal of the smut eliminates the black dust nuisance in handling and threshing the grain.

Lap Iron with the Wind.

Just as the lapping of a fish's scales from head to tail prevents the water impeding the fish's movements, so does lapping the iron sheets on your elevator from west to east cause them to offer least impedence to the wind.

Prevailing winds are from west to east, hence if the iron is lapped in the same direction it will offer least resistance to the wind and not be loosened by it. Observation of a number of walls or roofs some of which are lapped one way and some another will demonstrate that if you want iron to stay put then lap it in the direction of the prevailing wind.—*Our Paper.*

New York Grain Dealers Soon to Trade in Securities.

Trading in securities is soon to commence on the floor of the New York Produce Exchange. The finishing details are being rapidly surmounted by the com'te in charge, composed of William Beatty, Axel Hansen, Samuel Knighton, T. R. Van Boskerck, Winchester Noyes, C. W. Andrus and Robert Straub.

Final rules for trading, incorporating the more salient features of all major and minor security exchanges in this country, are set forth in a recently issued booklet.

To become qualified to deal in securities, a member must submit evidence that he or his firm, approved under the rules, is acceptable to the clearing house as a clearing member, and agrees that if he or his firm is accepted by the clearing house will comply with the rules thereof, etc.

A \$5,000 deposit, in addition to deposit of the certificate of membership is also required. Memberships have been rapidly increasing in value as a consequence.

Feed Mill Installation at Oregon, Ill.

The two old brick elevators at Oregon, Ill., once a part of the Armour Grain Co.'s line, came into the hands of D. H. Doeden, a former elevator agent for that company, in 1923. Finding use for no more than one of the elevators, Mr. Doeden cut the cribbing out of the other and converted it into a warehouse for feeds, feed concentrates, seeds and other items that go into a sizeable list of side-lines.

During the course of the three years that followed, he developed an increasing demand for freshly ground feed. Dairying and pig feeding was a growing business. Mr. Doeden set out to supply the need.

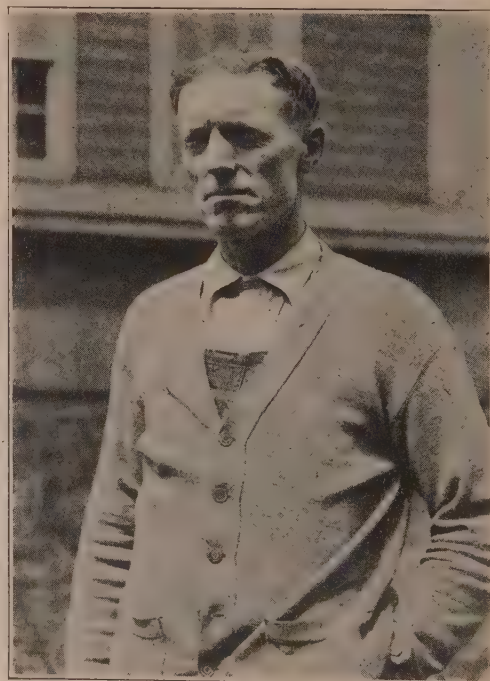
The warehouse which sets on the side of a hill with its two basements and two floors provided convenient facilities. It already had a receiving pit with capacity for about 500 bus. In September last year Mr. Doeden ordered a Miracle-Ace hammer mill, driven by a direct-connected 75 h. p. Fairbanks-Morse motor, then immediately set to work on such reconstruction as was necessary.

It was decided that the mill should be located in the second basement and blow its ground products to a collector on the second floor where they could be spouted into bins or returned to the driveway for delivery into the patron's wagon. Two meal bins were constructed on the second floor for this purpose and arranged with sacking spouts for bagging the finished product. Metal spouting was run out to the drive-way and the delivery spout was balanced with weights so it could be easily raised or lowered and moved from side to side to eliminate shoveling. Sacking was placed over the end to prevent the blowing of dust.

A new 10-ton truck scale was put in the driveway. Installed as a part of the platform was a Strong-Scott pneumatic truck-lift so arranged that it could dump sleighs as well as wagons and trucks. Two trap doors to the pit facilitate the dumping of both wagons and trucks. A chain drag was installed in the pit to convey grain to the hammer mill. A plate of magnets just ahead of the hopper catches and holds any metal that may be dumped with the grain.

As soon as installation was completed and the mill placed in operation farmers flocked to give the new plant business and the mill has ground no less than 100 tons a month ever since.

The mill is operated on a 4¾ cent rate reduced to 3¾ cents per kilowatt in quantity.



D. H. Doeden, Oregon, Ill.

Power costs on fine grinding average about 90 cents a ton. Coarse grinding costs are proportionately less. Starting costs on the mill run between 25 and 30 cents. A minimum charge for any grinding is set to take care of this item on each job.

Charges are 10 cents a hundred on coarse grinding and 12½ cents on fine. When the product is sacked it takes a straight charge of 15 cents per sack. Farmers often want a mixture of grain ground for chick feed, or have their own formula for a mash. These are usually sacked. If the patron has no sacks, he finds Mr. Doeden keeps a supply on hand and is prepared to sell him some.

Corn and oats were poor crops in Mr. Doeden's territory last year. He has had to ship in several cars of each. Farmers coming to buy grain usually want it ground too, and oftener than not tell him to dump in a couple of sacks of bran or middlings or tankage or mineral mixture or meat scrap with the grain according to their feeding purposes.

Mr. Doeden keeps a good supply of mineral mixtures, tankage, meat scrap, phosphorous grit, linseed meal, charcoal, mill by-products such as bran, shorts, middlings, red dog, and similar items on hand to supply this call as well as that of the farmer who wishes to do his own mixing.

If the business continues to develop as it has during the past few months Mr. Doeden plans installation of a batch mixer, an oat-huller and a cold molasses process. Then he says, he will be prepared to supply the farmer with just about anything he wants in the way of feed according to standard formulas or according to his individual needs.

He now uses a Chevrolet one-ton truck to serve his delivery needs. With the growth of the business he will be prepared to add another truck if necessary in order to supply feeding needs within a reasonable trucking distance.

Latvia.—The grain elevator built in 1912 by the Economic Society of Latvian Farmers has been reconditioned and equipped for operation, according to report from Trade Commissioner Lee C. Morse. The new machinery includes 18 electric motors totaling 140 h.p., two drying kilns and cleaning machinery for clover and linseed.

Millers to Co-operate in Farm Relief.

The Millers National Federation, in convention at Chicago Nov. 16 adopted resolutions looking toward the protection of millers in any crop surplus disposal plan for farm relief. It was

Resolved, That if any such plan be adopted contemplating the sale of surplus of wheat in the foreign market at a price below the price in the domestic market that such surplus wheat be sold to millers in the United States in bond, or otherwise, at the export price in order that the advantage to the producer, manufacturer, laborer and consumer resulting from the manufacture at home of surplus wheat into flour and feed may be preserved, and, further

Resolved, That the Millers National Federation urge that in the carrying out of any plan of farm relief which may be adopted, the principle of a parity of export rates on wheat and flour be established and maintained, and further

Resolved, That the milling industry and the Millers National Federation offer their co-operation to Congress and to such agencies as it may establish in the carrying out of any plan of farm relief.

Corn Cob Powder for Engine Fuel.

A diesel engine that runs on sawdust or rice husks, coal dust or lignite, has been perfected by R. Pawlikowski of Goerlitz, Germany. The idea can be adapted to any existing heavy oil engine by adding a special lock, which, during each suction stroke, is exhausted, then charged at low pressure with a pulverized-fuel emulsion and, after being closed, loaded with pressure, in order finally to be discharged into the working cylinder.

Corn cobs have great heat value and ought to develop great power in an engine cylinder, if some cheap way could be devised to pulverize the cobs. It is suggested that the cobs be dried, and then pulverized in a hammer mill, with which many elevators now are already equipped. A few elevators also have driers to prepare the cobs for grinding. The results of experiments made with cob powder fuel would be interesting.

Successful use of the cobs would solve the power problem for grain elevators in the corn belt, where the cobs are burned to get rid of them, just as the millers used to run the now valuable bran into the mill-stream.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00.

411-B contains 100 sets all Form B. Price, \$2.00.

411-C contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.



D. H. Doeden's Elevator and Feed Mill at Oregon, Ill.

Field Seeds

LANCASTER, Pa.—A \$35,000 fire loss was recently suffered by the American Seed Co.

EL TORO, CALIF.—The El Toro grain warehouse has installed a copper carbonate dusting machine.

LEWISTON, IDA.—The Duthie Co. is reported to have merged the business of the Lewiston Seed Co. therewith.

INTERNATIONAL CROP IMPROVEMENT ASS'N will hold its tenth annual meeting on Dec. 3, Bismarck Hotel, Chicago, Ill.

CLAYTON, N. MEX.—The Blotz-Henneman Seed Co. suffered some damaged bins as the result of recent exceptionally high winds.

DASSEL, MINN.—The Dassel Seed Co. is reported to have recently been incorporated with the unbelievable large capitalization of \$100,000.

COLORADO SEED DEALERS ASS'N met at Colorado Springs, Colo., Nov. 19-23, in conjunction with the Colorado Pure Seed Show.

PORTLAND, ORE.—L. H. Goodhue succeeds Carl A. Plett as manager of this branch for Charles H. Lilly Co., field, grass and garden seed house of Seattle, Wash.

NEBRASKA SEED DEALERS ASS'N was organized at a meeting in Lincoln. E. S. Gunn, Lincoln, was chosen as president, E. Sondregger, Beatrice, Sec'y-Treasurer.

THE BAYER-SEMESAN CO., INC., has succeeded the seed disinfectant divisions of the Bayer Co., Inc., and E. I. Du Pont de Nemours & Co., in Canada and the United States.

HUMBOLDT, TENN.—E. W. Hawks took bankruptcy, according to Nov. 12 notices. A meeting of creditors will be held Nov. 27 at Jackson, Tenn., before J. Sam Johnson, referee in bankruptcy.

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

AMARILLO, TEXAS.

Hardeman-King Co., field seed merchants.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CHICAGO, ILL.

Johnson, Inc., J. Oliver, field seeds.

Kellogg Seed Co., John L., field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

The Bowman Seed Co., wholesale field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.

Rudy-Patrick Seed Co., field seed merchants.

Tobin-Quinn Seed Co., Missouri Blue Grass.

LIMA, OHIO.

Ackerman Co., The, wholesale grass field seeds.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Kellogg Seed Co., field and grass seeds.

North American Seed Co., wholesale grass & field seeds.

Teweles Seed Co., L., field and grass seeds.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

Minneapolis Seed Co., field seed merchants.

ST. JOSEPH, MO.

Mitchell Seed Co., wholesale field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.

Mangelsdorf & Bros., Ed. F., wholesale field seeds.

MISSOURI CORN SHOW will be held Jan. 14-16, at the State College of Agriculture, Columbia, Mo. Other field grains and seeds will be included. A short-course will be given gratis on the last two days.

LYNDONVILLE, VT.—Howard T. Sherrer has acquired the business of Squires & Lincoln from Herman A. Squires. Mr. Squires will continue the farm seed and fertilizer end of the business in another location.

SYCAMORE, ILL.—The DeKalb County Agricultural Ass'n contemplate rebuilding their fire-damaged seed house. The building and contents, including seed and machinery, are a total loss, but were fortunately covered by \$60,000 insurance.

MISSOURI'S BETTER SEED campaign is to be taken into the vocational agricultural classes throughout the entire state. Students will be taught the salient facts surrounding the planting of good seed, as well as to be able to test for germination, etc.

COMFORT, a smooth-bearded, high-yielding Barley, is a new variety recommended for the state by T. A. Kiesselbach, head of the agronomy division, Nebraska State Agricultural College. It is easily handled and yields about seven bushels more an acre than common barley.

NEW YORK, N. Y.—J. W. Pincus has engaged in business on his own account, at 26 Courtland St. He was formerly associated with the Amtorg Trading Corporation of New York, as its agriculturist. Mr. Pincus has several European clover, forage and legume seed accounts.

OFFICIAL SEED ANALYSIS of North America Ass'n will meet on Dec. 31, 1928, and Jan. 1, 1929, at New York City, with the Hotel McAlpin as headquarters. All meetings will be held at Columbia University, according to announcement from Sec'y A. L. Stone, Madison, Wisc.

A NEW HARD WINTER WHEAT of superior qualities has been announced by the Nebraska College of Agriculture. Experiments to date have proven this strain to be exceptionally suited to Nebraska conditions. Samples will be distributed the coming year. No name has been allotted as yet.

BALTIMORE, MD.—The J. Bolgiano Seed Co. has expanded its business to include grass and field seed lines, with J. A. McCloskey, formerly with J. J. Buffington & Co., in charge. This expansion also includes the Buffington Co.'s warehouse, which was taken over Nov. 1. The Buffington Co. has discontinued business.

North Dakota has a prospective yield of between 600,000 and 750,000 bus. of Ceres wheat on between 35,000 and 40,000 acres. This has grown from 300 bus. distributed in 1926 by the North Dakota Agricultural Experiment Station, where the variety was developed by crossing Kota upon Marquis. It is more resistant to stem rust than Marquis, tho not quite so resistant as Kota. The reverse is true of loose smut, the new variety being less resistant than Marquis, and more resistant than Kota. It outyields both of the parent varieties according to all tests so far conducted.

WISCONSIN SEEDSMEN organized a state ass'n under the title of the Wisconsin Seed Dealers Ass'n, at a recent meeting in Milwaukee. A constitution and by-laws were adopted to the end that friendly business relations might better be established among those engaged in the seed trade, as well as to lend support to developing a sound and effective seed program for the furtherance of better agriculture. Hugo Teweles, Milwaukee, was chosen pres.; Peter Carr, Madison, vice-pres., and Herbert Courteen, Milwaukee, sec'y, and the following directors: T. H. Cochrane, Portage; Kenneth Salzer, La Crosse; Henry Michels, Fond du Lac.

THE OKLAHOMA SEED WHEAT GROWING CONTEST was won by J. H. Cook, of Driftwood; Ralph Hadwiger, Ingersoll; P. L. Findley, Burlington, and D. C. Fetter, Helena. This contest to encourage seed wheat improvement is sponsored by the Oklahoma Millers Ass'n. E. H. Linzee, state grain inspector, is the principal judge of the contest.

PERFECTION VARIETY WHEAT grown in New South Wales won the competition conducted at the annual fair of the Royal Agricultural Society of the state of Victoria, Australia. This strain was raised on 4.54 inches of rain, weighed 67.3 pounds to the bushel, contained 13.48 per cent protein, and yielded 77.5 per cent of flour, 19.3 of bran and 8.2 of polish.

NOXIOUS WEED SEEDS present in excess of the permissible proportion resulted in withholding 37 stocks of various kinds from markets until recleaned in order to comply with the Illinois state law, during October, 250 stocks of seeds being approved for sale within the state as the result of laboratory analysis. The majority of the samples analyzed were of the legume crops, with red clover predominating in the list of 144 samples.

THE GREATER NORTH DAKOTA ASS'N will award three prizes of \$1,000 each, at the Interational Live Stock and Grain Show to be held in Chicago on Dec. 1-8, for the best exhibits of flaxseed, hard spring wheat and durum, provided the winning exhibits originate from North Dakota. The Northern Pacific estimates that the Northwest will have in the neighborhood of 350 exhibits of grain at the Show. Canada, Australia and New Zealand will also enter the competition.

MARK CENTRE, O.—Thieves broke into our elevator here and stole approximately 45 bushels red clover, 35 bushels sweet clover, 4 bushels Grimm's alfalfa and 10 bushels timothy seed, on Saturday night, Nov. 10. They transferred part of the seed from old bags to new bags branded "Ohio A." At 8:30 Sunday morning two men were seen unloading about one-half of the sweet clover at a point four miles north of Tekonsha, Mich. This seed was recovered by us, but inasmuch as the thieves had no chance of disposing of the balance of the seed between the time they left Mark Centre and 8:30 Sunday morning, we are of the opinion that the balance has been stored with some confederate in the neighborhood of Marshall, Mich. We are reasonably sure we know two truckmen that did the work and hope to clean up on the gang this week.—Stiefel & Levy, Fort Wayne, Ind.

Bushel of Corn Sells for \$250.00.

The grand champion bushel, consisting of seventy ears of corn, exhibited at the National Corn Show, was bought by the Corneli Seed Co. of St. Louis for \$250.00. It will be placed on display in the Chamber of Commerce for two weeks after it is brought to St. Louis. This corn was raised by Mr. Roscoe Powell at Browning, Mo., who has been a leading corn grower of Missouri for many years.

The grand champion bushel is chosen for the best and most representative bushel of type and variety shown. There were something over two hundred exhibitors competing for this prize, with between five and six hundred exhibits entered, representing eleven leading corn producing states.

Mr. Powell took the grand championship with one bushel of Reid's Yellow Dent, which bushel is representative of Mr. Powell's pure bred corn. Mr. Powell's championship corn will be marketed through Corneli Seed company. The price paid for the grand champion bushel comes near to being the record price for Missouri corn and serves to illustrate the value of leadership. C. A. Helm, the University of Missouri corn expert, judged the exhibits.

Trevi Barley Not Wanted by Maltsters

Rather liberal offerings of a new type of barley now being produced in North Dakota is worrying the barley trade considerably and not being of good malting quality is tending to have considerable effect on the marketing of better types. This new barley is a heavy yielding variety and certainly is not desirable for malting. Most of it sells near the bottom of the market for feed grades. Its appearance is not very good and a slight mixture in a car of what might otherwise be of fair to good malting quality results in immediate rejection of the car by the maltsters.

So far the bulk of this barley has been coming from North Dakota. It has plenty of weight and can be sold at very poor comparative prices. It is doubtful whether the heavier yield can offset the terminal market discounts. Maltsters have no use for Trevi barley.—*Market Record.*

Manitoba Fosters Barley Survey.

A research laboratory for the study of barley is soon to be opened by the Provincial department of agriculture at the agricultural college.

In an effort to interest European maltsters in Red River barley, the study will cover markets, development of new varieties, production problems, etc. Barley is rapidly becoming most important as a cash crop in this Province.

A New Variety of Ohio Oats.

Wayne oats, a new variety developed by the Ohio Experiment Station from a hybrid selected in 1912, has made a remarkable record, easily outyielding all other varieties.

This variety has been known as Ohio Hybrid No. 9673 during the sixteen years of observation in the Station's test plots. During this long trial period the average yield was 77.0 bushels per acre, or 5.6 bushels more than its nearest competitor in the test, which included 25 of the best varieties now grown in Ohio.

The Wayne oats is a mid-season variety. The straw is stiff enabling it to ripen a heavy load of grain without lodging. The kernels are white and it is a good market and feeding variety.

Insurance Notes.

FLUSHING, MICH.—A flour and grist mill operator and his divorced wife were arrested early in this month accused of setting fire to a mill, owned by the wife and operated by the husband, E. Joseph Gzescuk, on Halloween night. Authorities found oil saturated rags, candles which had burned down and ignited them, and two sticks of dynamite. As the dynamite had not exploded the plans of the incendiaries to eliminate all trace of their work was frustrated. Insurance to the amount of \$1,000 was held by the man and \$5,000 worth was held by the woman. The property was valued at \$15,000.

Germany has abolished the additional import duty of 15 cents per bushel on feed corn.

FIRE



can quickly consume your business, which has taken years to build up. Fire Barrels at strategic places throughout your elevator provide good protection against this menace.

Write for particulars relative to our better Fire Barrels and High Test Calcium Chloride which prevents freezing and evaporation.

Carbondale Fire Protection Co.
Carbondale, Penn.

Fire Experiences of Elevator Owners.

The old reliable water barrel cut down a possible loss of \$20,000 to \$148 when sparks from a switch engine started a fire Oct. 12 in the cupola of the Farmers Elevator at Lewiston, Mont. The machinery had been shut down at 10 a. m., and the fire started at 4 p. m.

HAMMER MILLS are sometimes charged with starting fires when the connection is somewhat remote, as in the case of the Shellabarger Mill & Elvtr. Co., at Salina, Kan., some time ago. The mill, significantly, was equipped with a magnetic separator, to take out tramp iron before the grain got into the grinder; and the ground product discharged in the usual way up thru spout to separator and down thru a second spout to elevator boot where the fire actually started.

STUFFING A RAG into the head shaft hole of the elevator head may be excusable as a temporary expedient to keep the grain from getting over the whole cupola, but W. R. Bullen almost lost his elevator at Lindsey, Kan., by fire starting in the head of the same leg, opinion being divided as to whether the rag or a choke-up started the fire. Barrels and buckets kept the fire down until the department arrived.

SPARKS from the office stove joyfully shook hands with the wood shingles on the roof of Enid Milling Co.'s plant at Breckenridge, Okla., and made a cheerful after holiday blaze. It was seen and put out with \$20 loss.

KEROSENE to start the fire ought to be so well known as a dangerous hazard no person should consider himself smart enough to get away with it. Anyway the Grain Door Agency of the railroad companies claims that the fire at the elevator of the Wilton Elevator Co., Wilton, N. D., was a punishment for using the railroad company's grain doors to start fire in the stove. The wood was wet and when kerosene was poured in a second time there was a flash and an explosion. The loss was small, but the manager who put out the fire was seriously burned.

HOT BEARINGS are treacherous in that they start fires that do not break out until hours after supposedly extinguished. Five hours after the feed mill in the elevator of Wm. H. Snelling at Shepardsville, Mich., had been shut down fire broke out around a bearing of the common flat type with grease cup. A hot bearing in the plant of the Kelso Grain Co., Cherokee, Kan., was cooled off on Saturday and not thereafter operated. Sunday after-

noon a passerby called the fire department which put out a fire in the cupola, around the same bearing. The bridge-tree had been burned thru and the sheathing of the cupola was on fire.

Elevator at Arnold Burns.

On Wednesday, Nov. 21, at 11 P. M. the cribbed, iron-clad elevator of the Arnold Co-operative Grain Co. at Arnold, Ill., Jacksonville p. o., was discovered in flames. The whole structure was blazing before anyone knew it was on fire. A hurried call to Jacksonville, five miles away, brought the hose and chemical equipment of the Jacksonville Fire Department, but it was impossible to save the wood elevator. Inadequate water supply prevented efficient use of the hose lines and the chemicals were unable to do more than protect nearby buildings.

The plant included two adjoining 15,000 bu. elevators, one iron-clad cribbed, the other a circular concrete structure, and a brick cob burner. The machinery included a gasoline engine, a corn sheller and the usual elevating, weighing and cleaning equipment.

The cribbed elevator was soon a smoldering mass of ashes and twisted metal. The concrete structure was gutted and all the wood in the drive-way and the leg burned out. The plant had been running the entire day and with it was destroyed 1,900 bus. of shelled corn and about 800 bus. of wheat. A Wabash box car on the siding, ready to be loaded, was left a scarred metal framework.

The cause of the fire is unknown. It is presumed to have been from a locomotive spark, or a spark from the cob burner, which had been in use during the day, while the plant was taking in and shelling corn.

The original cribbed elevator was purchased from Hobbs, Lewis & Beggs, when the Arnold Farmers Elevator Co. was organized about 15 years ago. The concrete addition was built in 1919. For a number of years the Arnold plant has been managed by T. J. Kinnett, under the supervision of Wayne Kinnett, who also operates the Orleans Farmers Grain Co. at Orleans and supervises the Alexander Co-operative Grain Co. at Alexander.

The successful man is the one who has tried and not cried, worked not dodged, shouldered responsibility not evaded it, who has gotten under the burden, not stood off looking on and giving gratuitous advice.—*Grit.*



Ruins of Co-operative Grain Co.'s Plant at Arnold, Ill.

Supreme Court Decisions

ARBITRATION.—The general rule is that when an architect or other arbitrator has exercised his authority under a contract declaring his decision to be final and made a finding he cannot subsequently reverse his decision and make a different finding.—*Granette Products Co. v. Arthur H. Neumann & Co. Supreme Court of Iowa. 221 N. W. 197.*

LIABILITY FOR ODORS DAMAGING FLOUR.—Evidence that shipment of bags of flour was received in apparent good condition, and that it was stored in same holds with pine lumber, held to justify inference that stains and odor of turpentine or pitch pine emanating from bags of flour were due to bad stowage, entitling shipper to recover damages.—*Aunt Jemima Mills Co. v. Belge. U. S. District Court, New York. 28 Fed. (2d) 398.*

SPOTTING CAR.—The terms and conditions of the uniform B/L prescribed by the Interstate Commerce Commission for an interstate shipment governs the rights and obligations of the shipper and carrier in respect thereto. This includes delivery, and a subsequent promise of the carrier to spot the car upon a certain track for delivery does not add to or modify the B/L.—*Allegrezza v. Great Northern Ry. Co. Supreme Court of Minnesota. 221 N. W. 428.*

RAIL CARRIER LIABLE FOR FIRE ON LIGHTER.—Where no B/L was issued on delivery to carrier, terms of uniform B/L control. Under terms of uniform B/L defendant is not relieved from liability as rail carrier, while goods are on board lighter for lightering across harbor, so that carrier is liable for destruction of goods by fire while on board lighter, altho it is conceded that it was guilty of no negligence, and B/L subsequently issued could not change obligations assumed by carrier on acceptance of goods.—*Chas. J. Webb & Sons Co. v. Central R. R. of New Jersey. 28 Fed. (2d) 392.*

RIGHT TO STOP IN TRANSIT.—Sellers consigning apples for shipment under straight Bs/L held entitled to exercise right of stoppage in transit, after insolvency of consignee and before apples were delivered, under B/L Act (49 USCA § 109), notwithstanding fact that consignee had procured issuance of exchange Bs/L naming third party as consignee, where third party was merely original consignee's agent and did not take actual delivery prior to the arrival of the cars and consignors had no knowledge of issuance of exchange Bs/L.—*Cashmere Fruit Growers Union v. Great Northern Ry. Co. Supreme Court of Washington. 270 Pac. 1038.*

FIDELITY INSURANCE.—Fidelity insurer wrongfully refusing to make good insured's loss, as provided by bond, to amount thereof, became liable for interest on amount due as of such date, under Rev. St. 1919, § 6491, though such amount plus interest exceeded amount of bond, which was not a penal bond, but a simple contract to pay money up to certain amount; "penal bond" being a bond promising to pay a named sum of money with a condition underwritten that obligation shall be void if a stipulated collateral thing other than payment of money be done or foreborne (citing Words and Phrases, "Penal Bond"). Fidelity insurer waived requirement of bond that claim be presented within three months after expiration thereof by failing to disclaim liability on ground of failure to present claim within such time, by undertaking to investigate claim and by putting insured to trouble and expense of making proof of loss after learning of such defense.—*W. E. Goffe, receiver of Dilts & Morgan, v. National Surety Co. Supreme Court of Missouri. 9 S. W. (2d) 929.*

Errors in Code Words.

Blair Elevator Corporation, Atchison, Kan., plaintiff, v. Arkadelphia Milling Co., Arkadelphia, Ark., defendant, before Arbitration Appeals Com'te of the Grain Dealers National Ass'n, composed of W. W. Manning, John S. Green, Geo. E. Booth, Geo. B. Wood and A. S. Macdonald.

This controversy comes before the Appeals Com'te on appeal by the Blair Elevator Corporation from Arbitration Com'te No. 1, who claim the lower com'te erred in its decision regarding part two of its award.

The first dispute was caused by a telegram sent by the Arkadelphia Milling Co. to the Blair Elevator Corporation in which the code word "absolute" was used meaning five thousand bushels and which was received by the Blair Elevator Corporation reading "absolutely" or ten thousand bushels. The Blair Elevator Corporation accepted and confirmed the sale to the Arkadelphia Milling Co. of ten thousand bushels each No. 3 white and No. 3 yellow corn on this offer on Dec. 18, 1925. On Dec. 19, the Arkadelphia Milling Co. wired the Blair Elevator Corporation: "Just noticed your wire reads ten thousand bushels, our bid was five thousand bushels, each confirmation mailed for five thousand bushels."

As soon as the Arkadelphia Milling Co. had definitely rejected the trade based on the 10,000 bus. each of No. 3 white and No. 3 yellow corn, the Blair Elevator Corporation disposed of the corn in dispute at a loss of \$175, which this com'te believes was a fair market difference, and rules that the Arkadelphia Milling Company shall pay this amount to the Blair Elevator Corporation, as the error was caused by the telegraph company which is the agent of the sender under our Rule No. 12.

The second part of this decision has to do with another case entirely.

On March 27, 1926, the Arkadelphia Milling Co. wired the Blair Elevator Corporation a bid of 82 cents for 10,000 bus. No. 3 white corn, shipment one thousand bushels per day beginning April 1. The Blair Elevator Corporation replied: "Eighty-three cents group one Texas best can do ten thousand No. 3 white corn shipment specified."

On the morning of March 29, the Arkadelphia Milling Co. wired the Blair Elevator Corporation: "Market declining bid 82 cents group one Texas ten thousand shipment specified Saturday wire."

The Blair Elevator Corporation replied same day: "Eighty-three and one-half cents best can be done the ten thousand acumen (No. 2 white corn) group one Texas."

The Arkadelphia Milling Company immediately replied: "Accept ten thousand No. 2 white corn 83½ cents group one Texas live billing here scattered per Saturday's wire. Please ship No. 3 white corn 2½ cents discount."

On receipt of this telegram the Blair Elevator Corporation wired the Arkadelphia Milling Co.: "Our price 83½ cents is for No. 3 white corn not No. 2 white corn."

The Arkadelphia Milling Co. wired back: "Your offer read No. 2 white corn we bought in good faith insist on your furnishing."

The result of this dispute was that the Arkadelphia Milling Co. bought in the 10,000 bus. of No. 2 white corn at a loss of 2 cents a bushel or \$200 and asks for an award to cover this loss.

This com'te is of the opinion that this was an obvious error on the part of the Blair Elevator Corporation using the word "acumen" or No. 2 white corn instead of "acutely" meaning No. 3 white corn, and are of the opinion that the Arkadelphia Milling Co. was not interested in buying anything but No. 3 white corn and their claim for \$200 is disallowed.

We sum up the case by allowing the claim of \$175 to the Blair Elevator Corporation in the first part of this case submitted, and disallow the claims filed by the Arkadelphia Milling Co. and assess both the arbitration and appeals fees against the Arkadelphia Milling Company.

The market news service of the Federal Government is costing an immense sum for leases of 8,000 miles of telegraph lines extending from coast to coast. Men of experience in the grain business recognize its unreliability and place no value on it.

Supply Trade

CONTINUED FRAUDULENT advertising can be stopped by complaint to the National Better Business Bureau which will investigate and advise both the publishers and the Government that the matter complained of is fraudulent.

MANSFIELD, O.—In a letter of Oct. 23 Henry L. Goemann, chairman of the Transportation Com'te of the Grain Dealers National Ass'n calls the attention of builders and designers to the resolution adopted by the Weighmasters and the Grain Dealers National Ass'n against loading spouts passing thru bins.

ATLANTA, GA.—Contracts have been awarded by the Bemis Bro. Bag Co. for the large textile mill the company will erect at Bemiston, Ala., by which name the company's mill village near Talladega, Ala., will be known. The new mill will supply fabric for use in the various Bemis plants throughout the country.

"ADVERTISING," says B. C. Forbes, financial representative of the Hearst newspapers, "is to business what lather is to shaving; the more generously and vigorously it is applied, the easier it is to get the desired result. But too many advertisers expect to make a clean sweep without taking the pains first to apply the lather of advertising adequately."

IN RADIO CORP. v. Lord the U. S. Circuit Court of Appeals held recently that the plaintiff could not by a licensing contract force the use of its tubes on which the patents had expired in radio receivers. The court held: "If contract for sale of patented article is made on condition, agreement, or understanding that buyer shall not deal in the goods of his competitors, and the effect hereof is substantially to lessen competition or tend to create a monopoly, it is unlawful under Clayton Act, § 3 (15 USCA § 14), since patent right confers no privilege to make illegal contracts."—28 Fed. (2d) 257.

CLEVELAND, O.—On Nov. 10 the stockholders of the Grasselli Chemical Co. approved the consolidation of their company with E. I. du Pont de Nemours & Co. The Grasselli Chemical Co. will transfer its entire properties and business to the du Pont Company, after which it will dissolve. The assets and heavy chemical properties and business acquired from the Grasselli Chemical Co., together with the heavy chemical business assets of E. I. du Pont de Nemours & Co., comprising the pigment and heavy chemical divisions, will be transferred to a new company, the Grasselli Chemical Co., incorporated in Delaware Dec. 1, 1928.

MINNEAPOLIS, MINN.—The Carter-Mayhew Mfg. Co. announces that because of increased business from all divisions, due largely to the introduction of new products, it has been found necessary to rearrange the selling organization. J. H. Mayhew, president, is retiring from that office to become chairman of the board. R. J. S. Carter, vice-pres., succeeds Mr. Mayhew as president, while C. W. Doolittle, general sales manager for the past four years, has been elected vice-pres. Both of these men will continue to be directly identified with sales. H. A. Morse continues as sec'y-treas. The sales department is being rearranged in two general divisions. Mr. Carter, who has had long association with millers throughout the country, will assume direct charge of the flour mill and terminal elevator division and develop it to handle the new mill machinery recently released by the company. The country elevator and agricultural machinery division which has been built up under Mr. Doolittle's direction as general sales manager will continue to receive his special attention. There will be considerable expansion, made necessary by the release of the new thresher recleaner for sale during this coming year.

Grain Claims Bureau, Inc.

Box 687, Station A. Champaign, Ill.

Freight claim savings of \$100.00 or more per year, are worth making. Audits are made on a percentage basis; no other costs whatever. If examination of your shipping records is permitted, it will save you money.

W. S. Braudt
Aud. and Treas.
Champaign, Ill.

Harry J. Berman
General Counsel
Chicago, Ill.

OKLAHOMA CITY, OKLA.—The Wolf Co. has opened a district office in the Grain Exchange Bldg. with C. J. Wolover as manager.

SANDUSKY, O.—Announcement has been made by the officials of the Union Chain & Mfg. Co. that, subject to the approval of the stockholders, they have acquired control of the American High Speed Chain Co., and will combine the two companies. The Union Chain & Mfg. Co., established in 1913, builds elevating and conveying machinery, together with a complete line of steel sprocket chain for such purposes. The American High Speed Chain Co., established in 1916, is engaged in the manufacture of a complete line of silent or high speed chains and smaller pitch steel roller chain, together with the necessary sprockets, all of which are used primarily for power transmission purposes. The products of the two companies supplement each other and as a result of the union of interests, two executives of the American High Speed Chain Co., J. C. Howe, Pres., and W. A. McCosh, Vice-Pres., will move to Sandusky and become a part of the new organization. The executives of the company will be: Fred Emmons, Pres. and treas.; J. C. Howe, Vice-Pres.; Walter Hay, Vice-Pres.; E. F. Emmons, Sec'y.

A GRAIN DRIER of a new type has recently been put on the German market, with a view of reducing crop losses resulting from unfavorable weather. It is claimed the drier makes it possible to thresh the crop immediately after cutting, regardless of weather conditions. Even during periods of good weather it is considered advisable to use the machine, as it obviates the necessity of turning the cut grain, and also prevents seed losses in connection with this work. Another advantage is that the fields are quickly cleaned up ready for recultivating. The machine itself consists of a large sheet metal body, mounted on wheels for easy transportation. A belt conveyor 2 meters (approximately 6 feet) wide and equipped with cleats is used to carry the grain through the machine. The drying device, consisting of a fan and steam pipes, forces a continuous current of hot air over the grain, so that it is completely dried and ready for threshing when it is discharged. The machine may be equipped with an electric motor or with a belt drive for operation by a steam tractor. It is built in several sizes, which have a capacity varying from 300 to 1,125 kilos per hour (1 kilo equals 2.2 pounds). The cost of driving is reported to be low, 24 to 36 pfennigs per 100 kilos, depending upon the amount of moisture contained in the grain.

Death of Wm. C. Englar.

William C. Englar, a partner with John M. Witherspoon in the Witherspoon-Englar Co., until its dissolution three years ago, died by his own hand Nov. 19 at Altadena, Cal.

Friends state that he had been worried about his affairs since the death of Mr. Witherspoon at Chandler, Ariz., Oct. 21. Mr. Englar went to a vacant lot adjoining his palatial home and called a passer-by, "Come here, stranger, I want a witness to this," and shot himself before the pedestrian could remonstrate.

With Mr. Witherspoon as a partner Mr. Englar had formed the Ocean Products Co., at Terminal Island, San Pedro, Cal., two years ago, to deal in sea foods.

Mr. Englar was a native of Westminster, Md. His training in elevator construction began with the old firm of Geo. T. Moulton at Chicago, and in 1904 he joined Mr. Witherspoon as designers and builders on their own account of grain elevators, executing several large contracts, including the 10,000,000-bu. Calumet Elevator at Chicago.

He was married 25 years ago to Mary Field, eldest daughter of Eugene Field, the poet, and resided until 5 years ago at Kenilworth, a suburb of Chicago. He was a trustee of the local Episcopal Church. Surviving him are Mrs. Englar and one son Eugene.

Moisture in Feed.

GEROME V. TOPPING, SEC'Y SOUTHWESTERN MILLERS' LEAGUE, IN ANNUAL ADDRESS.

Just before the annual meeting of Feed Control Officials in Washington, at which meeting your president, Mr. Moses, was in attendance, I had occasion to go to Topeka, Kan., and in visiting with the State Board of Agriculture (Feed Division), the subject of analysis of feed came up and especially how it was calculated.

It seems that in making analysis tests of feed, there is no set standard for moisture. I believe that mills as a rule base their analysis of 13.5 per cent and then calculate their analysis to this figure. If all states are figuring their analysis as they find the feed, and mills are figuring on 13.5 per cent, there is bound to be a variation in the analysis and it may be that this is the reason why some mills are having trouble in registering their mill-feeds in some states as there will be one or two points difference according to moisture content of the feed. This is a very important matter which should be gone into thoroughly and some definite figure stated for figuring the moisture in making an analysis test. You should consult your chemist and see how he bases his tests and what per cent he actually figures on.

It should be uniform in all states, and the League should be in a position to make some recommendation to the Feed Control Officials, as the less moisture in the feed the higher the fibre will be and the less the protein and fat.

Open Formula Feeds

An open formula feed is a commercially mixed feed, the formula of which is publicly known. The manufacturer of such a feed voluntarily gives out the formula by which the feed is mixed. The formula is usually stated on the tag that accompanies each bag.

All farmers should know the formula of the feeds they are using. This is the logical outgrowth of the years of teaching feeds and feeding. We study and learn about feeds by studying each individual ingredient and then we learn how to combine them intelligently for our animals. All the instruction and sound extension work is designed to bring out the effects of different ingredients and their possible combinations to produce milk and other products economically. All such training is based on the total digestible nutrients or net energy in feeds and on the content of digestible protein. If the formulas of the commercial mixed feeds are open then the farmer can judge first whether the feed is comparable to what he desires to feed; and, second, he can figure out for himself whether he should buy the separate ingredients and mix his own, or whether he should buy the feed that is offered. I sum up the advantages of the open formula in these ways:

1. The mixture of feeds is known.
2. The total digestible nutrients and the digestible protein are computed or can be computed.
3. The cost of the feed can be computed and compared with the cost of an equally good home mixed feed.
4. In principle there is no difference between a commercial mixed feed with an open formula and home mixing.—E. S. Savage in *Hoard's Dairyman*.

Fish Meal is the entire sterilized by-product of the manufacture of fish oil. It contains all the valuable proteins of the flesh of the fish and (what is more important) a high percentage of very finely divided minerals, among which are calcium and phosphorus, sodium, magnesium, iron and iodine. Fish meal contains about 28 per cent of mineral matter, practically all of which is soluble and the calcium and phosphorus of which are in about the same proportion as they exist together in milk.

Truck Loads to Bushels

Direct Reduction Grain Tables on cards reduce any weight from 600 to 12,090 lbs. to bushels of 32, 48, 56, 60, 70 and 75 lbs. by 10-pound breaks. Just the thing for truck loads.

Printed on both sides of six cards, size 10¾ x 12¾ inches with marginal index, weight 1 lb. Price at Chicago, \$1.50. Order 3275Ex.

Grain Dealers Journal

309 So. La Salle Street
Chicago, Ill.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4¼x7 inches. Price, leather bound, \$2.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3¼x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 9th edition revised for provision and grain trades. 145 pages 4¼x5½ ins. Cloth bound. Price \$3.50.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8¼x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6¼x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 204 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6¼x8¼ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Grain Carriers

THE MISSISSIPPI-WARRIOR BARGE LINE moved 1,500,000 bushels of grain down the river during October.

NEW YORK, N. Y.—Grain cargoes loaded in this port so far this year numbered only 8, compared with 39 last year.

A NEW INTER-COASTAL SERVICE between Pacific Coast ports and Galveston is soon to be established with a fleet of nine vessels.

THE WELLAND CANAL is to be kept open an extra week, or until Dec. 14, in order to better accommodate anticipated huge shipments.

ADDITIONAL CARGO SPACE at Gulf ports was recently requested by Kansas City grain and mill men, the peak of the movement being about reached without ample facilities.

NEW YORK BARGE boats are no longer insurable, the date of this insurance order becoming effective on all wooden boats departing after Nov. 15. Traffic is about suspended for the year.

OREGON CARRIERS have filed a petition with the Oregon Public Service Commission for an increase in grain rates from certain points in Umatilla county to Portland. A hearing was held Nov. 20.

CUMULATIVE LOADINGS of grain and products for the first 44 weeks of the past five years discloses the following figures: 2,112,071 for 1928, 2,024,272 for 1927, 2,023,831 for 1926, 1,904,917 for 1925, and 2,164,271 for 1924.

EXPORT WHEAT BARGE RATES on the Mississippi river will be reduced, effective Dec. 12 between St. Louis and New Orleans, from 14.4 to 12 cents, routed to Cairo by rail, applicable during the winter months only.

MONTREAL HARBOR again has topped its own record for grain handling, beating the 390,000,000-bushel record mark of 1927 by 25,000,000 bushels up to Nov. 19. It is almost assured that by the first of December the 400,000,000 mark will have been passed.

LAKE NAVIGATION is helped materially by deeper water in the harbors, the level of Lake Michigan being 3 feet higher than a few years ago, and is expected to remain high next year due to the increased inflow from Lake Superior, which is 11 inches above normal.

NEW DIFFERENTIAL RATES were lately issued by the Texas Railroad Commission on straight or mixed carloads of grain and products, seed and hay. A minimum rate of 1½¢ for distances up to 25 miles to a maximum of 9¢ cwt. over 60 miles, is provided.

PANAMA CANAL TRAFFIC during October established a new high record for cargoes handled from the Atlantic to the Pacific. A total of 875,641 tons were handled, compared with the previous high made in March, 1926, when 838,808 tons went thru.

LAKE NAVIGATION will officially close on Nov. 30, and summer rates cancelled, according to notice received by shippers from the lake carriers. Boats will leave after that date only in the event ice conditions permit safety, higher insurance rates necessitating higher charges.

RAIL AND WATER and all-water traffic rates affected by the close of navigation have been waived by the I. C. C., in an order covering some of its rules. Carriers may now file on one day's notice, supplements noting discontinuance of water traffic and establishing new provisions as to tariffs in line with the Commission's revised general rules which were effective Oct. 1. This enables Great Lakes carriers to suspend service on shortage, and still comply with the Commission's tariff publication requirements.

THE COLORADO & SOUTHERN RY. opened up 202 miles of new line, running from Estelline to Sterling Junction, Tex., from which point the lines diverge to Dimmit, Silverton and Lubbock, Tex. The extension cost \$7,500,000 and penetrates a rich agricultural country.

A COTTONSEED and related products rate hearing was re-opened before the Interstate Commerce Commission on Nov. 13 at Chicago. Shippers claim rates are far too high and unjustly balanced thruout the country, while the carriers have fought any adjustment of the new rates.

CARS LOADED with grain and products during the week ending Nov. 3, totaled 52,652, an increase of 4,445 cars above the same week of last year and 4,103 cars above the corresponding week of 1926. During the previous four weeks loadings were 53,096 for the week ending Oct. 27; 51,826 for Oct. 20; 56,784 for Oct. 13, and 57,592 for Oct. 6.

NEW OSWEGO-BOSTON EXPORT RATES which were to have become effective Nov. 10, have been postponed until after a scheduled hearing Dec. 14 before the Interstate Commerce Commission, on petition from the New York Central and the Delaware, Lackawanna & Western. The rate gave Boston an export grain rate differential of 1½¢ below the Buffalo-Boston rate.

THE GREAT LAKES & ATLANTIC TRANSPORTATION CORP. was lately incorporated with \$10,000,000 capitalization to operate a direct ship freight service between Great Lakes ports and New York City. Col. Edw. C. Carrington will head the enterprise, it is understood. The Hudson River Navigation Co. and leading New York State Barge Canal shipping companies will consolidate under proposed arrangements.

A CANADIAN WHEAT EXPORT RATE thru St. John and Halifax, which would be much lower than at present, has been held up by some technicalities. The maritime interests are bringing every pressure to bear for furthering the action thereon, to the end that the Canadian elevators at both points get to handle a much larger share of the Canadian wheat export business, which has heretofore flowed through American ports.

A NEW CHARTER AND LADING BILL FORM for ocean grain has just been approved by the managerial board of the New York Produce Exchange. It is known as the "North American Berth Grain & Charter Party (1928)." This form supersedes berth-term contracts drawn up previously to 1900, and applies to cargoes loaded anywhere on this side of the Atlantic Ocean and to all Gulf ports. Clause 17 provides for compulsory arbitration. In keeping with the latest judicial interpretations of the corresponding clauses of the old charter party forms, the clauses respecting tender and readiness to load and discharge have been altered.

Southwestern Carriers to Limit Stops.

Grain can no longer be indiscriminately stopped for inspection and reconsignment, only a given number of stops for these purposes being hereafter permitted, beyond which shipments will henceforth take the sums of local rates on reconsigning points, according to a bulletin from C. F. Prouty, Sec'y Oklahoma Grain Dealers Ass'n.

This advance information states it is the understanding that all lines, joint and individual tariffs, will be corrected to agree therewith, and reads as follows:

"Bureau and individual lines issues applying on grain and seeds, carloads, stopped or held for official inspection and disposition orders will only be allowed two reconsignments in connection with the inspection privilege, such reconsignments in connection with the inspection privilege to be accorded separately from

and independent of such reconsignment or reconsignments as may otherwise be provided for: No change to be made in the charges now published, where charges are in effect, for such stopping for official inspection and disposition orders."

Barge Line Decision Spurs Deep-Channel Advocates.

A far-reaching decision with a double-edged cutting blade is now effective thru the No. 18 ruling of the Interstate Commerce Commission. In brief, the ruling classifies the Upper Mississippi River Barge Line service as a public necessity and convenience, thus awarding it official recognition as something much more than an experiment, and secondly, makes it mandatory to place joint rates in effect without unnecessary delay.

This second feature of the decision (which constitutes an interpretation of the Denison Act) ignores and obliterates the argument of the Ass'n of Railway Executives, representing all roads in the country, that separate hearings must be conducted for each connecting line with a water carrier, by its requirement that the rates can be put into effect without giving the railroads an opportunity to testify at public hearings.

Now the barge line can ask the Interstate Commerce Commission for an order at any time compelling railroads to make joint rates, and can claim a proper division of the revenue. New rates can also be placed in effect without the delay of public hearings.

These potent features favoring the barge line are to be brought up in testimony presented by the railroads when they take the Denison Act into the courts to test its constitutionality and set it aside, if possible.

On the heels of this decision, Minneapolis shippers, heartened thereby, are seeking a 9-foot channel and considerable more equipment.

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

ELLIS DRIER WORKS

Division G. L. M. Corp.

1223 S. Talman Ave., Chicago
210 N. 13th St., Philadelphia, Pa.

I. C. C. Activities.

In No. 90575 the Commission has authorized the Eastern lines to cancel the reduced rates on grain from Oswego to New York and Boston for export.

The Commission has denied the Western trunk lines permission to file blanket tariffs increasing rates on a wide range of commodities.

In 21654, Kansas Flour Mills Corp., Kansas City, Mo., v. Santa Fe, claims reparation of \$332 and waiver of any additional charges for detention of cars for unloading or loading of grain at Hutchinson, Kan.

No. 20103, Pillsbury Flour Mills v. Great Western has been dismissed by the Commission, finding that the correct rate was 53.5c and not 53.5c on a car of wheat from Rogers, Nebr., milled at Minneapolis and the product shipped to Buffalo, N. Y.

A change in time for paying freight charges may result from the re-opening by the Commission of Docket 73 on petition of the National Industrial Traffic League, which has been granted. Now charges have to be paid in 48 hours.

In 20408, C. D. Williams, et al., v. North Western Ry., was awarded reparation of \$57.96, with interest, on a finding by the I. C. C. that the rate charged on a carload of oats from Mission Hill, So. Dak., stored in transit at Sioux City, Ia., and reforwarded to Lubbock, Tex., was unreasonable to the extent it exceeded 60 cents.

In 21655, Aberdeen (So. Dak.) Chamber of Commerce Traffic Bureau et al. v. Chicago, Milwaukee, St. Paul & Pacific R. R. et al., asks commission to order establishment of reasonable rates on sweet clover seed, carloads, to and from Aberdeen and points in North Dakota, South Dakota, Minnesota, Iowa, Wisconsin and Illinois. Reparation is asked.

In 19353, Southwestern Milling Co., Inc., v. Rock Island, et al., the I. C. C. decided the aggregate charges assessed on wheat, in carloads, shipped from points on the Rock Island in Kansas and Oklahoma to complainant's plant at Kansas City, Kan., there milled into flour, and the product moved in switching serv-

ice to industries in Kansas City, Mo., unduly prejudicial but not otherwise unlawful. Non-prejudicial basis of rates prescribed. Reparation awarded on certain shipments and waiver of charges on others in excess of those found nonprejudicial authorized.

Cancellation of routing on grain from points on the C., R. I. & P. to South Texas points has been found unjustified by the Commission in I. & S. No. 3115. Cancellation from points on the San Antonio, Uvalde & Gulf to Rock Island points has been found justified. Commissioner Taylor said no justification for the cancellation of the routing under joint rates in grain appeared other than the desire of the Missouri Pacific to obtain all the traffic for itself.

Examiner Disque held a hearing at Chicago Nov. 14 on 20944, Metamora Elevator Co. v. C. H. & D. involving rates on grain from Central Freight Ass'n to Eastern Trunk Line territory. Grain originating at country stations in Indiana, Michigan and Ohio was shipped to Fostoria, O., where the Fostoria Elevator Co. sold to John W. Eshelman & Sons for shipment to Lancaster, Pa., where the latter mixed it into feeds and under transit forwarded to New England. The railroads charged the combinations on Fostoria which were \$70 to \$120 per car higher than the thru rates. Carriers claim the thru rates are not applicable over the routes which the shipments moved.

Handling feed ingredients is rapidly becoming the headliner of lucrative side-lines.

Alfalfa hay chopped v. leaf alfalfa meal for layers—Three lots of 40 White Leghorn pullets each were fed the same basal ration with the following supplements: High quality alfalfa hay chopped in 0.5 in. lengths, 5 per cent by weight of alfalfa leaf meal, and 10 per cent by weight of alfalfa leaf meal. The egg production was somewhat better in the lot receiving the chopped alfalfa hay than in either of the other lots. The hatchability of eggs was practically the same in all lots.—Bull. 417 (1928) Ohio Exp. Sta.

Heavier Car Loading.

BY E. S. WAGNER, TRAFFIC DIRECTOR, MILLERS' NATIONAL FEDERATION.

For some time past the American Railway Ass'n has been carrying on a campaign for heavier loading, and particular emphasis has been placed on the heavier loading of grain. Placards and circulars have been distributed in great numbers through the agents and other representatives of the railroads, and much stress has been placed on the subject at the various Shippers' Advisory Board meetings.

Under instructions from the Interstate Commerce Commission the railroads are stenciling cars with the load limit weight as well as the capacity weight, and shippers have been asked to ignore the capacity weight and load to full load limit weight.

The tariffs of the railroads in most territories provide for the loading of grain to 110 per cent of marked capacity of the car, but in all cases not to load nearer than 24 inches from the roof, the load to be properly trimmed and leveled to permit inspection.

On Sept. 29 we issued Bulletin No. 646, cautioning the trade to be sure to observe the 24-inch rule, and to be careful not to overload, which would subject the contents of the car to transfer by the railroads, with expense incident to such transfer, and possible switching charges, chargeable to the owner of the grain.

While we are glad to co-operate within reason with the railroads for a reasonable use of equipment, yet with the tendency of the railroads to increase the size of the box cars it is not to be expected that the public can adjust business conditions so as to load all cars to full capacity, regardless of how large they are built; and moreover, we must not lose sight of the possibility of the railroads advocating increased minima on grain products, to which we are unalterably opposed.

200,000 Bushels' Daily Capacity HESS DRIERS

NOW BUILDING

Bastian Grain Co., Chicago, Ill.	- - -	18,000 Bushels
Panama Pacific Elevator, Victoria, B. C.	- - -	18,000 Bushels
Norris Grain Co., So. Chicago, Ill. Cap. now added	- - -	18,000 Bushels
Total daily capacity at this elevator 54,000 bushels.		
Quaker Oats Co., St. Joseph, Mo.	- - -	36,000 Bushels
New York Central Ry. Co., Export Elevator	- - -	110,000 Bushels
Weehawken, N. J.		

The World's Largest and Finest Elevators Use Hess Driers.

HESS WARMING AND VENTILATING CO.

1207 SO. WESTERN AVE., CHICAGO, ILL.

HESS DRIER CO. OF CANADA, LTD.

68 HIGGINS AVE., WINNIPEG, MAN.

Feedstuffs

A SOY BEAN MILL is contemplated by the Danville (Ill.) Chamber of Commerce.

LAMAR, COLO.—A meal warehouse was just added to the properties of the Lamar Alfalfa Milling Co.

TOLEDO, O.—A \$100,000 hay conversion factory is to be erected by the A. B. Caple Co., the product to be stock feed.

NASHVILLE, TENN.—A feed department is being added to the services offered by the recently established Rose Seed Co.

WALTON, NEB.—The alfalfa products plant of the Stay Milling Co. was destroyed by a recent fire, involving a \$12,000 loss.

TOLEDO, OHIO.—The Maumee Feed & Fertilizer Co. was recently incorporated by Bert Curson, H. Husband and Geo. F. Dixon.

KOSCIUSKO, MISS.—Operation of the feed milling plant of the Attala Feed & Milling Co. will commence around the first of the year.

PINCKNEYVILLE, ILL.—The Pinckneyville Milling Co. will manufacture a complete line of feed as soon as the necessary equipment is installed.

FORT SMITH, ARK.—The Fort Smith Cereal Co. sold its old plant to the Industrial Corp., who in turn salvaged the mechanical equipment.

CAPITOL RICE MILLING CO., Sacramento, Calif., will rebuild its recently burned plant, the new plant to represent an investment of \$200,000.

WALSENBURG, COLO. — Mixed feeds will be manufactured by the Walsenburg Milling Co. after completion of enlarging and remodeling its plant.

CLARINDA, IA.—Ray Journey, Jas. Hankins and Thos. G. Carrio are interested in the Hawkeye Molasses Feed Co., which proposes erecting a plant here.

ASTORIA, ORE.—Operation of the Lower Columbia Co-op. Dairy Ass'n Feed Mill has commenced, and a full line of mixed feeds is now being manufactured.

CEDAR RAPIDS, IOWA.—A new \$14,000 feed manufacturing and storage plant is being erected here, the Commercial Building being remodeled for this purpose.

ANTI-FRICTION BEARINGS FOR THE FEED MILL is the title of a booklet available to all interested from the Mutual Fire Prevention Bureau, Chicago.

ATCHISON, KAN.—F. A. Wand, long in charge of the soy bean dept. of A. E. Staley Mfg. Co., Decatur, Ill., is now with the Manglesdorf Seed Co., which is installing a soy bean mill.

CAIRO, ILL.—A branch warehouse for cottonseed cake and meal is now being operated by the Grayco Milling Co., at Sherman, Tex., which just installed a 200-ton daily capacity feed plant.

INDEPENDENCE, KAN.—W. H. Payne Elevator & Grain Co. will commence operation of its new \$10,000 feed manufacturing plant about Dec. 1, specializing on poultry and dairy feeds.

FEED SALES IN OKLAHOMA increased 25 per cent over 1927, judging from the number of tags sold by the feed tag department to dealers. This source of revenue brought in a reported \$65,000.

CRETE, NEB.—The mixed feed output of the Crete Mills is being materially augmented thru installation of more equipment and enlarging building and warehouse facilities to accommodate the increase.

MINNEAPOLIS, MINN.—Victoria Elevator Co. is having the Hickok Construction Co. remodel a drying house into a modern feed mill. The alterations program is to be completed early in December.

LUBBOCK, TEX.—We have bought out the Lubbock Grain & Coal Co. and have changed the name to the Yellowhouse Mills. Have installed a most modern sweet feed plant with 300,000 pounds daily capacity.—T. F. West.

PORTLAND, ORE.—The Crown Mills new \$100,000 feed plant will commence operations Dec. 1, manufacturing a full line of poultry and dairy feeds, a cold molasses process to add this valuable constituent to the dairy feeds.

THE POWDERED OYSTER SHELL business of Baltimore, Md., is growing by leaps and bounds, but it is understood that even tho as high as 50,000 bus. of shells are brought in here to be pulverized in a week, the demand still exceeds the supply at times.

SELLING OPEN FORMULA FEEDS as approved by the College Feed Conference Board, the American Milling Co., uses 10 per cent of dry skim milk and dried buttermilk in the starting and growing mash for poultry and 5 per cent of these milk products in the laying mash.

MINNEAPOLIS, MINN.—Edwin H. Smith passed away Nov. 12 as the result of heart trouble. For the past thirty years he had been associated with the American Linseed Co., both in Minneapolis and Duluth, prior to which he was associated with the Rockefeller shipping interests in Duluth.

ALABAMA now requires feeding stuffs manufacturers and shippers to notify the state commission within 24 hours after shipment advising brand, number sacks, weight per sack, name of consignee, whenever shipment exceeds five tons. The Millers' National Federation is striving for a modification.

RICHMOND (IND.) FEED MILLING CO. incorporated with \$50,000 capital stock, to purchase and sell grain and cereals of every kind, field seeds, coal, fertilizer, building material and other merchandise. The incorporators are Harvey S. Bosworth, David M. Traube, Harold G. Coleman and Arthur A. Curme, Jr.

PASADENA, CAL.—A \$50,000 fire on Nov. 17 destroyed the plants of the Ambler Grain & Milling Co., of which Chester Ambler is pres. The blaze started shortly before midnight. This was one of the largest chicken feed manufacturing plants in southern California, and will be replaced by a newer and larger building, as the loss was insured.

A LINSEED OIL MEAL FORTUNE is understood to have been piled up by the American Milling Co., Peoria, Ill., which is said to have purchased some 45,000 tons at \$42, with the price now about \$15 above that. This would result in nearly three-quarters of a million dollars' profit if sold out, however, it is said, the company will use all of its holdings.

PROTECTION is afforded thru the work of the feed control service, Lynn Townsend, sec'y of the New England Retail Grain Dealers Ass'n, told the annual gathering of the Ass'n of Feed Control Officials, recently held in Washington, D. C., and stressed the necessity of more uniform feed laws in the interests of the growth of the industry.

CHAPIN KERNELS is a new form of poultry mash made up by Chapin & Co. in sizes for chicks and for growing chicks by cooking the mash at a low temperature and then compressing and toasting it under a pressure of 14,000 pounds per square foot. The feed comes out in cakes, is broken into small kernels and cod liver oil then added.

J. P. PARKS MILL FEEDS

Dried Buttermilk—Linseed & Cottonseed Meal
Brokerage Exclusively
400 New England Bldg. Kansas City, Mo.
327 So. La Salle St., Chicago, Ill.

HIAWATHA GRAIN CO.

MINNEAPOLIS, MINN.

Grain, Screenings, Mill Oats

GROUND FEEDS

Straight Cars Mixed Cars
Operating HIAWATHA MILL

SHIPPERS OF

RED DURUM

Sulphured and Natural Oats
Barley Buckwheat and other
grains for poultry feed

ARCHER-DANIELS-MIDLAND CO.

Grain Department

MINNEAPOLIS, MINN.

Elevator Capacity, 2,500,000 Bushels

"Feeds and Feeding"

ILLUSTRATED
19th Edition

By W. A. Henry and F. B. Morrison.

The recognized authority on feeds and feeding. Careful study of this book by elevator operators who grind and mix feeds will place them in better position to advise their farmer patrons as to the best in feeds. Keep it in your office within easy reach of your patrons and encourage their reading it.

Contains valuable formulae and suggestions on feed ingredients, proportions, etc.

Price \$4.50, f. o. b. Chicago.

Grain Dealers Journal
309 S. La Salle St., Chicago, Ill.

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BURLAP BAGS COTTON

NEW or SECOND-HAND NEW ORLEANS

MENTE & CO. INC. BAGS

I. T. RHEA
Pres.

SAVANNAH
DALLAS

"MILK is the most valuable part of any chicken ration," according to A. J. Chadwell, Extension Poultry Specialist of the University of Tennessee. He finds that at 25 cents a dozen for eggs, skim milk is worth two cents a quart. This means that at 35 cents a dozen for eggs, dry skim milk is worth to the poultryman 15 cents a pound, altho he can buy it for much less.

HARBOR GRACE, NEWFOUNDLAND.—Cod-liver meal is being manufactured by W. A. Munn of the cod liver after the oil is extracted. The moisture is dried out and the liver ground, making an ideal mixture for feeds, according to Dr. J. C. Drummond, chief of the British Research Council, who also proclaims that the oil produced in this region is up to ten times greater in vitamin potency than the highest Norwegian grades.

PINE BLUFF, ARK.—We are building a complete new elevator, also two warehouses in connection with our plant. Expect to get in operation by Dec. 15. We will have a capacity of 3,000 bushels of oats per hour out-bound. Will have first class track facilities on the Mo. Pac. Ry., as well as on the St. Louis Southwestern Ry. Officers are: H. V. Bahlau, president; G. A. Bahlau, vice-president, and J. M. Cook, sec'y-treasurer and general manager. Mr. Cook and the writer have been identified in the grain and feed business since 1900.—H. V. Bahlau, Cook-Bahlau Feed Mfg. Co.

SPRINGFIELD, ILL.—Joe Schafer & Sons are planning to add a drier to their facilities here. Not long ago they completed construction of a feed mill engineered by S. T. Edwards Co., with full equipment for the manufacture of poultry and dairy feeds, including a molasses unit for sweet feeds which can turn out 20 tons per hour. Sufficient space is contained in molasses tanks, which are built up of ¾-in. boiler plate, to hold two carloads. This will be added to as demand requires. The boiler for creating steam is set in a concrete annex.—Ernest Schafer, Joe Schafer & Sons.

CUBA imported 2,714,144 bushels of feed from the United States in 1927 and 2,928,368 in 1926. The trade in imported feeds is based upon the livestock industry, which is usually ranked third in importance in Cuba. Cuba's shortage of feed grains and other feedstuffs is covered almost entirely by imports from the U. S., the principal purchases being corn, oats, cottonseed meal, bran, and middlings, and prepared or mixed feeds for dairy cattle and poultry.

PROGRESS IN MIXED FEED MANUFACTURING was the title of the address given by W. E. Suits, vice-president of the Quaker Oats Co., Chicago, and president of the American Feed Manufacturers Ass'n, before the Ass'n of Feed Control Officials, held at Washington, D. C. Mr. Suits stressed the rapid strides forward the trade was and is constantly making, of the large and growing tonnage now nearly ten million tons annually, of the increased ability of the manufacturers to put out better and more satisfactory feeds due to continual experimentation, of the growing interest by agriculturists, and lastly, that greater confidence was shown in mixed feed than ever before. Mr. Suits concluded with a film showing the company's plant at Cedar Rapids and their experimental farm at Madison, Wisc., and at Libertyville, Ill. Efficiencies of modern mixed feed plant operation were obvious therefrom.

TENTATIVE DEFINITIONS of alfalfa products were made official after several minor changes, at the recent annual meeting of the Ass'n of Feed Control Officials, which definition follows: **ALFALFA MEAL** is the product obtained from the grinding of the entire alfalfa hay, without the addition of any alfalfa stems, alfalfa straw or foreign material or the extraction of leaves, reasonably free from other crop plants and weeds, and must contain not more than 33 per cent crude fiber. **ALFALFA LEAF MEAL** was defined as the ground product consisting for the most part of leafy materials separated from alfalfa hay or meal, also

be reasonably free from other crop plants and weeds, and contain not more than 18 per cent crude fiber. **ALFALFA STEM MEAL** was defined as the ground product remaining after the separation of the leafy material from alfalfa hay or meal, also reasonably free from other crop plants and weeds.

CONVERTING WOOD WASTES into animal feed is a recently perfected process of Dr. Friedrich Bergius of Heidelberg, Germany. The new product, a carbohydrate and an intermediate between starch and glucose, is said to be cheaper than any grain feed available in Germany and a suitable substitute for corn or other grains. Hogs thrive and produce superior meat on this product, which is now being manufactured. Animal feed is one of Germany's largest imports.

Syria has prohibited the import and re-export of barley over the Syrian-Turkish frontier and through the port of Alexandretta. The prohibition does not extend to exports of barley over other frontiers or thru other ports.

An American flag made of 32,122 kernels of wheat and requiring 564 hours in its arrangement, the work of Theophile Armand Casaubon, 22, of Los Angeles, Calif., was displayed on Armistice Day, Nov. 11. The flag measured three feet five-and-one-half inches by one foot ten inches, and contained four pounds of wheat, each kernel being dipped in an oil paint and then glued.

Skim milk formulas calling for 4 to 6% dry skim milk are given by many experiment stations for poultry rations. The head of the laboratory of one of the large feeding companies has made careful feeding experiments and finds that at least 10 or 12% of the dry skim milk should be added to give satisfactory results. This is especially necessary in the developing mash. This feed manufacturer puts a large percentage of dry skim milk in his feed, gets a good price for his product, and his customers get good results in poultry growth.

The Monarch BALL BEARING Attrition Mill—

—Always the lowest power user per ton of all feed grinders—now takes less than ever before installed with the Pneumatic Collector and Sacker. Cool, fine, continuous grinding of feed stuffs is now made cheaper. Power bills are reduced and upkeep and maintenance charges lowered.

We unhesitatingly guarantee it to do more grinding with the same power than any other feed grinder.

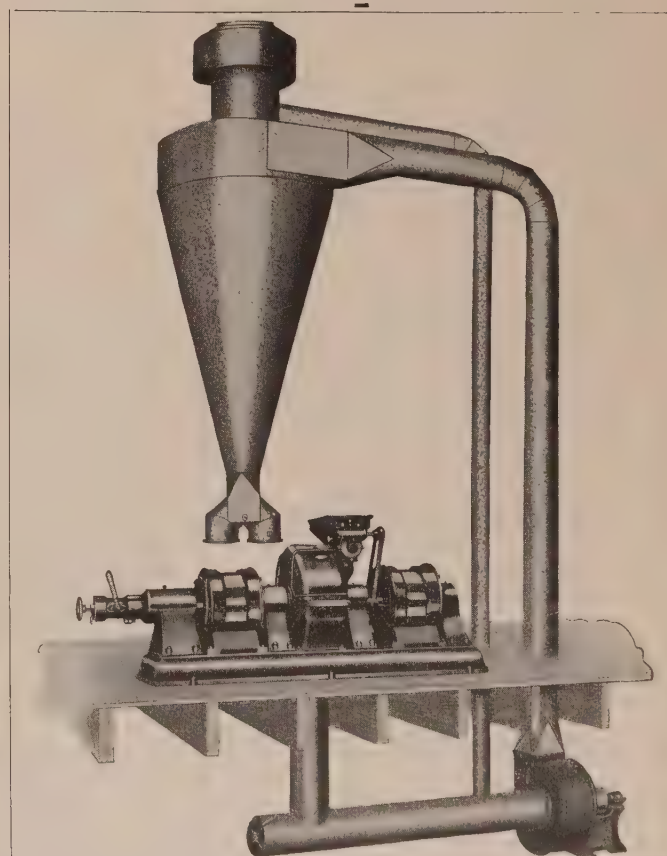
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ASK FOR INFORMATION ON MONARCH VERTICAL MOLASSES FEED MIXER

Magnetic Separation.

By H. C. LEE of the Mutual Fire Prevention Bureau.

Suppose you are a grinder of feed, either commercially, or on a custom basis, or both. Now suppose that someone who believes he knows what he is talking about makes the statement to you, that over a period of time he can save you at least two-thirds of your grinder upkeep expense and at the same time guarantee you against possible legal actions because of metal in your feed. I am going to tell you just that thing and I believe I can prove it through testimony of some of your fellow feed men.

In the first place, various state courts have held that the manufacturer of feedstuffs is responsible for the content of that feed, and that if cattle shall die because of the presence of metal in feed, the manufacturer of the feed shall be liable for the value of the destroyed cattle. Now some of you may think such a case very far-fetched, and most unlikely to happen. Just to prove to the contrary, let's examine some of the court decisions.

The Court of Civil Appeals of Texas upheld the findings of the lower courts in granting judgment of \$500 for the death of two horses from ticks and nails in oats.—7 S. W. Rep. (2d) 166.

One of the most sweeping of such verdicts was affirmed by the Court of Appeals of New York in a case involving death of chickens due to presence of bits of hay wire in prepared feed. In this case, the court in holding the manufacturer of the feed liable, cites section 130 of the Farms and Markets Law of that state which prohibits the sale of any commercial feedingstuffs containing any substances injurious to the health of animals. The court states that the right to maintain an action for the breach of a statutory duty is not restricted to one suffering an injury to the person. Property rights also come within the protection of a statute imposing a duty for the benefit of the general public. Violation of the statute becomes actionable default.—162 N. E. Rep. 84.

How can you positively keep metal out of feed? The answer is by electro magnetic separation. By this we do not mean the old style of permanent magnets. They are of very little help. We do mean an electro magnet which is kept charged as it is used by means of direct current from the light circuit or from a small generator. There are several types and makes of such electro magnets. They are made applicable to any kind of a mill.

What will one of these magnetic separators do in addition to guarding against law suit? It will cut mill repair bills at least two-thirds. That is rather a strong statement, but we believe it is true. Let's see what some users say.

A mill in Indiana reports that they had to

buy 3 new sets of plates for their attrition mill during the first 4 months they had the mill. They installed a magnetic pulley and in over 3 years' time they haven't bought one set of plates.

A firm in Illinois writes: "Since installing this machine, our troubles from tramp iron in our grinder have been a thing of the past. Before installing the machine, our grinder repair costs were excessive, and we were shut down much too often. We never realized how much iron was being fed to the grinder until the Separator showed us the quantity and the type of iron that it extracted. We figure that the Separator paid for itself in two months after it was installed."

A mill in Michigan wrote: "Several years ago we had considerable trouble with tramp iron getting into our feed mill, causing the plates to wear out very rapidly and on one occasion wrecking our mill, causing us considerable expense for repairs. Since installing an efficient magnetic separator two years ago, we are very pleased to state that these troubles have been eliminated and we can truthfully say that this magnetic separator has reduced the cost of new grinding plates, fully two-thirds of their former expense. Although we purchased one of the most expensive types of magnetic separators we believe we have saved our original investment many times by this installation."

We have yet to hear of a user of one of these separators who would sell it for twice the cost, if it could not be replaced. Operators have nothing but praise for them. And why not when they protect against breakdown, protect against law suit from metal in feed, and protect against fire.

What the Tests in Pig Feeding Tell.

Grain rations are deficient in minerals, vitamins and proteins.

Grain rations fed in dry-lot resulted in unthrifty, lame, paralyzed and dead pigs.

Posterior paralysis in pigs was due to broken vertebrae, caused by rations poor in minerals and vitamins.

Ground limestone proved an efficient mineral supplement.

Cod-liver oil is rich in vitamins. It prevented or cured stiffness in pigs.

Tankage and fish meal contain efficient proteins and minerals, supplementing well those of grain mixtures.

Yellow corn contains a vitamin which is lacking in white corn, and is therefore superior to white corn in grain rations fed in dry-lot.

Alfalfa hay added to grain mixtures supplies necessary vitamins, also good minerals and proteins.

A good winter ration may be made up of corn or other grain, balanced with the mixture of 2 parts tankage, 1 part linseed meal, and 1 part ground alfalfa hay, by weight. A suitable mineral mixture may improve even such an excellent ration, and is absolutely necessary with grain ration.—"Minerals and Vitamins in Rations of Pigs," Ohio Agricultural Experiment Station Bulletin 126.

Calf Meal Formula.

Grain Dealers Journal: Adding to your list of formulas here's mine for calf meal, and I find it's a dandy.—W. B. Stauffer.

I use equal parts of shorts, bran, linseed meal and sifted fine chop, with a mineral mixture of 1 per cent each of salt, powdered limestone and steamed bonemeal.

I begin using the meal as soon as I start feeding skim milk. I add a small handful to the milk and gradually add more warm water and less milk till, by the time the calves are eating hay, they get mostly water and calf meal. When the calves are old enough to drink water I feed the meal dry, about one-half pound to each hundredweight twice a day.

Ration for Spring Pigs.

Twelve different rations were tested by the Iowa Experiment Station on spring pigs that were on rape pasture.

For comparison one lot was fed as a check on shelled corn, tankage, salt, limestone, bone black, iron oxide and potassium iodide. This check lot required 116.5 days to reach 225 lbs. weight or an average daily gain of 1.46 lbs. per pig and a feed requirement of 354 lbs. for 100 lbs. gain.

Lot 2 was one of the lots that did better than the check lot. The pigs were fed the same as in the check lot except that the straight tankage was replaced by a mixture of 60 lbs. tankage and 40 lbs. linseed meal. These pigs required only 111.5 days to reach 225 lbs. The average daily gain per pig was 1.52 lbs. and the feed required for 100 lbs. gain was 346 lbs.

Lot 10 had the lowest feed cost and the greatest margin per pig. The ration consisted of shelled corn limited to one pound per pig daily for the first 60 days and self-fed thereafter, plus ground oats self-fed, plus a supplemental mixture of 60 lbs. tankage and 40 lbs. linseed meal (same as in Lot 2), plus a mineral mixture (same as in check and Lot 2). The average daily gain per pig was 1.38 lbs. and the time required to reach 225 lbs. was 123 days. It took 371 lbs. of feed to make 100 lbs. gain.

The mineral mixture was composed of 20 lbs. salt, 36.98 lbs. high calcium limestone, 40 lbs. bone black, 3 lbs. iron oxide, and potassium iodide .02 lbs. (two one-hundredths of one pound).

Oats in various forms were compared in four lots, the remainder of the ration being the same in each case, and the same as in Lot 10. Ground oats proved more economical than did whole oats, dehulled oats, or ground oats mixed with cracked corn. Were it not for the excessive cost of dehulled oats, the results would compare very favorably with the better rations as the daily gain per pig was very good, being 1.54 lbs.

FAIRMONT'S

Pure Flake Buttermilk

9 Large Plants
Excellent Service

THE FAIRMONT CREAMERY CO. U.S.A.
OMAHA, NEBRASKA

BOWSHER Crush Grind Feed Mills Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—as they are being ground—not before or after. This saves time and labor.



"COMBINATION" MILLS
Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sacking or Wagon Box Elevator. Circular on request.

The N. P. Bowsher Co., South Bend, Ind.

CANE MOLASSES

For Feed Manufacture

In Tank Cars and Barrels

NATIONAL MOLASSES CORPORATION
P. O. Station E Philadelphia, Pa.

STANDARD COMMISSION CO. BROKERS

Grain, Mill Feed, Mixed Feed Ingredients

EXCHANGE BUILDING

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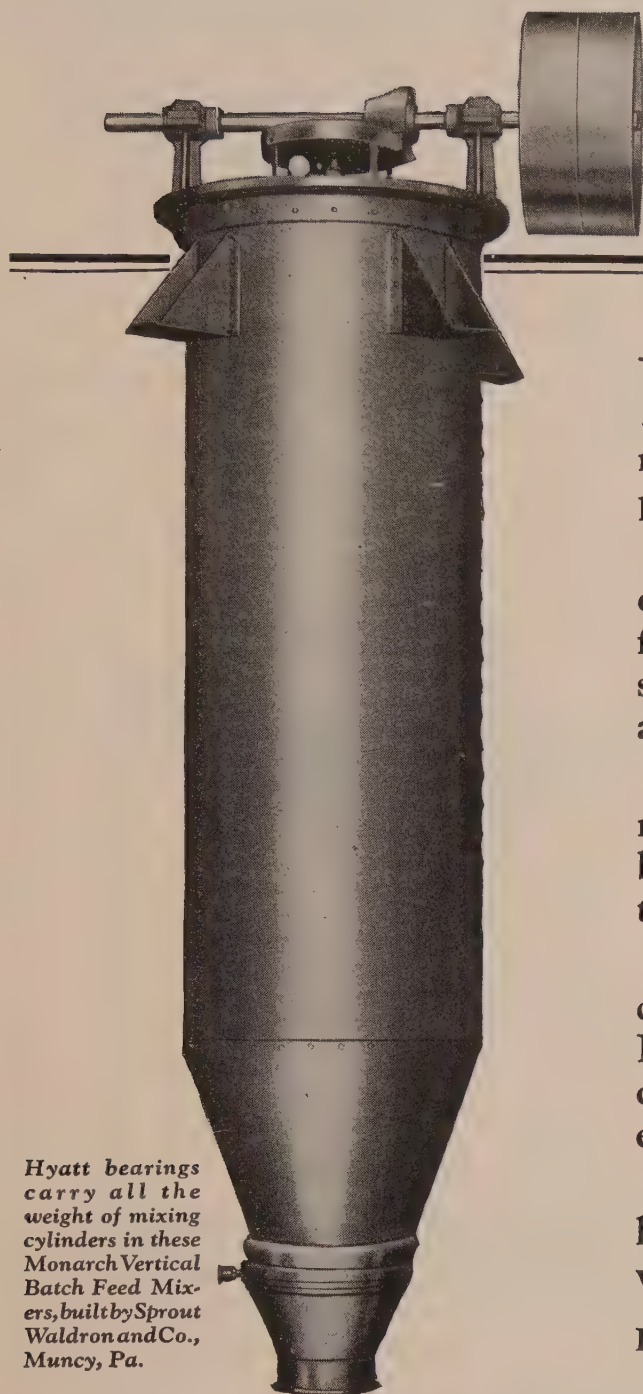
CHICK - FEEDS

Starting and Growing Mashers

Emery Thierwechter Co.

Oak Harbor, Ohio

Save power—reduce expense with Hyattized Monarch Mixers



Hyatt bearings carry all the weight of mixing cylinders in these Monarch Vertical Batch Feed Mixers, built by Sprout Waldron and Co., Muncy, Pa.

POWER consuming, production delaying evils of plain bearings can be permanently banished by employing the protection of Hyatt Roller Bearings.

The smooth effortless motion of Hyatts eliminates friction and wear, minimizes fire hazard and conserves power. Sturdy steel rollers guard against breakdowns and interrupted production.

In addition, cool running Hyatts cut maintenance and labor costs. Ideal lubricating qualities reduce attention to three or four lubrications a year.

Longer life for equipment, faster production and profit-saving economies of Hyattized equipment have won them overwhelming preference in all grain elevator applications.

The names of manufacturers and supply houses who furnish Hyattized equipment, will be sent on request.

HYATT ROLLER BEARING COMPANY

Newark Detroit Chicago Pittsburgh Oakland

HYATT

ROLLER BEARINGS

PRODUCT OF GENERAL MOTORS

New Trade Marks for Feedstuffs.

FRANK T. CAUGHEY CO., Detroit, Mich., filed trademark Ser. No. 272,598, "C. C. Scratch Feed," for scratch feed.

WILBUR ELLIS CO., San Francisco, Calif., filed trademark Ser. No. 242,872, the word "Lighthouse," for stock food, namely, fish meal.

LAMAR ALFALFA MILLING CO., Lamar, Colo., filed trademark Ser. No. 272,818, the word, "Duplex," particularly descriptive of alfalfa meal.

STANTON MILLING & SALES CO., Los Angeles, Calif., filed trademark Ser. No. 272,444, the letters, "Stanlar," particularly descriptive of fish meal.

PINNACLE MILLS, Morristown, Tenn., filed trademark Ser. No. 268,808, the following statement written in script and enclosed within a square formed by a series of figure-4's, "Our Customers Eventually Become Our Friends," particularly descriptive of livestock foodstuffs, etc.

SUN SHINE LABORATORIES, Colony, Kan., filed trademark Ser. No. 265,074, the words, "Sun Shine," displayed on a background of half a shining sun, particularly descriptive of feed-balancing preparations for livestock and poultry, including mineral supplement ration.

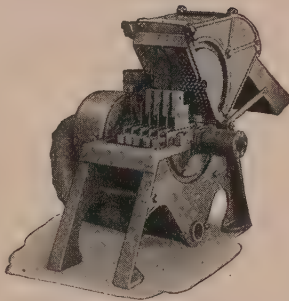
INTERNATIONAL AGRICULTURAL CORPORATION, New York, N. Y., filed trademark Ser. No. 272,103, the letters, "Fos-For-Us," in a rectangle above circle showing a cow, a pig, and a chicken, set above a similar rectangle at the bottom of the trademark, particularly descriptive of stock and poultry food supplement.

NORTHWESTERN DISTRIBUTING CO., Inc., Mason City, Ia., filed trademarks Ser. Nos. 269,033-4, the letters "MOR-GAIN," and "Northwestern MOR-GAIN," respectively, particularly descriptive of stock foods of different kinds—namely pig meal, dairy feed, and dairy supplement; poultry feeds—namely, laying mash, starter mash, growing mash, chick feed, scratch feed.

TINDLE MILLING CO., Springfield, Mo., filed trademark Ser. No. 271,280, the words "TYMO FEEDS," in circular manner, particularly descriptive of dairy feed, mixed feed, horse and mule feed, cream meal, egg mash, scratch feed, developing cream, starting and growing mash, and baby-chick scratch.

The St. Louis Protein Testing Laboratory established by the St. Louis Merchants Exchange, is to commence functioning Dec. 1, according to L. F. Schultz, chairman of the com'te in charge.

Flour mills in the smaller interior towns are being displaced by grain elevators with feed grinding equipment. In the four states of Minnesota, North and South Dakota and Montana 68 mills stood idle, 26 were dismantled and 3 burned during the year ended Aug. 31, 1928, according to the *Northwestern Miller*. The total number of mills operating has shrunk from 503 in 1918-19 to 257 last year. The number of country grain elevators in those four states is 5,068.



Distributors Wanted

AJACS Feed Grinders

are unexcelled for grain elevator or feed mill use. Remarkable capacities are being secured by users. Write for full details.

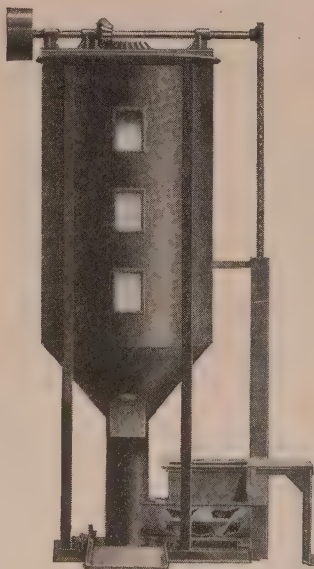
Manufactured by

A. E. Jacobson Machine Works, Inc.

1084 Tenth Ave. S. E.

Minneapolis, Minn.

HAINES FEED MIXER



Mixes rapidly, thoroughly and uniformly.

Mixing always visible. Vibrating Sacking Platform.

A self-contained unit shipped completely assembled ready for operation as soon as connected to power.

No elevator required.

No special millwright labor needed.

Send for Bulletin
No. 15-G

THE GRAIN MACHINERY CO.

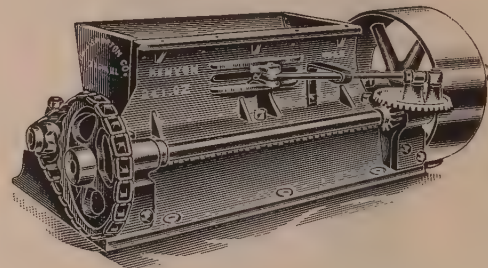
Marion, Ohio

WE WANT LIVE SALES REPRESENTATION IN
OUR OPEN TERRITORIES

For Either Husked or Snapped Corn

The **KENYON** CORN CRUSHER

Outcrushes them all



1. Occupies but 10 sq. feet of floor space and crushes from 100 to 150 bushels per hour.
2. Special agitator enables crushing of any kind or condition of corn without clogging.
3. Unbreakable construction.
4. Long life—many have seen 16 years of service without repair.
5. Simple design and construction reduces wear to a minimum.

Write today for full information regarding this marvelously efficient machine.

The Burgess-Norton Mfg. Co.

100-110 Richard St.

Geneva, Ill.

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

FREE TO FEED DEALERS

The feeding chart you have been waiting for

THE Linseed MEAL MASTER FEEDING CHART

PUBLISHED BY THE LINSEED MEAL EDUCATIONAL COMMITTEE

28 x 40 INCHES

On tough, durable paper, weather-proofed with varnish. Bound at the ends with tin to hang straight on the wall.

BARN RATIONS

PASTURE RATIONS

DAIRY COWS

Hay Fed with Corn Silage

	1 Timothy or Prairie	2 Mixed Clover & Timothy	3 Clover	4 Alfalfa	Early Grass (Spring)	Prime Grass (Late May, June)	Scant Grass (July and August)
Ground Corn, Hominy, or Barley.....	200	200	200	200	200	300	200
Ground Oats.....	300	200	200	300	200	300	200
Wheat Bran.....	200	200	100	200	100	300	100
Linseed Meal.....	300	200	100	100	100	100	100

FITTING RATION For Dry Cows

	1 Timothy or Prairie	2 Mixed Clover & Timothy	3 Clover	4 Alfalfa	Early Grass (Spring)	Prime Grass (Late May, June)	Scant Grass (July and August)
Ground Corn, Hominy, or Barley.....	100	100	100	100	100	100	100
Ground Oats.....	100	100	100	100	100	100	100
Wheat Bran.....	100	100	100	100	100	100	100
Linseed Meal.....	100	100	100	100	100	100	100

Feed 2 to 3 lbs. a day, depending on age and condition.

CALF RATIONS

	1 Timothy or Prairie	2 Mixed Clover & Timothy	3 Clover	4 Alfalfa	Early Grass (Spring)	Prime Grass (Late May, June)	Scant Grass (July and August)
Calf Meal (Gruel)	100	100	100	100	100	100	100
Hominy Meal.....	100	100	100	100	100	100	100
Red Dog Flour.....	100	100	100	100	100	100	100
Soluble Blood Flour.....	100	100	100	100	100	100	100
Linseed Meal.....	100	100	100	100	100	100	100

Feed grain mixture with skim milk, skim milk powder, or calf meal (gruel).

Grain Mixture

	1 Timothy or Prairie	2 Mixed Clover & Timothy	3 Clover	4 Alfalfa	Early Grass (Spring)	Prime Grass (Late May, June)	Scant Grass (July and August)
Ground Corn, Hominy, or Barley.....	100	100	100	100	100	100	100
Ground Oats.....	100	100	100	100	100	100	100
Wheat Bran.....	100	100	100	100	100	100	100
Linseed Meal.....	100	100	100	100	100	100	100

HEIFER RATIONS

	1 Timothy or Prairie	2 Mixed Clover & Timothy	3 Clover	4 Alfalfa	Early Grass (Spring)	Prime Grass (Late May, June)	Scant Grass (July and August)
Ground Corn, Hominy, or Barley.....	100	100	100	100	100	100	100
Ground Oats.....	100	100	100	100	100	100	100
Wheat Bran.....	100	100	100	100	100	100	100
Linseed Meal.....	100	100	100	100	100	100	100

Start in Six Months of Age

BEEF CATTLE

SUPPLEMENT TABLE

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

Baby Beef Ration Weaning to Finish

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

Calf Ration 4 Weeks of Age to Weaning

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

HOGS

Trio Mixture For Fall Pigs after Weaning

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

Combination Mixture For Spring Pigs on Pasture (After Weaning)

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

Pig Meal 2 Weeks of Age to Weaning

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

Swine Rations

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover Hay.....	1 1/4	1 1/4	2
Alfalfa Hay.....	1/4	3/4	1

SHEEP

Full Feed for Lambs

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

LAMB STARTERS—While Nursing

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

POULTRY

LAYING MASHES

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

Idle Seasons

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

At Work

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

HORSES

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

	Amount of protein supplement to feed per 1000 lbs. live weight (per day)		
2-year Olds	Yearlings	Calves	
Roughage Fed with Corn			
Any Hay but Clover or Alfalfa.....	2 1/2	2 1/2	3
Clover or Alfalfa Hay with Silage or Roots.....	1 1/4	1 1/4	2
Clover or Alfalfa Hay Alone.....	1/4	3/4	1

The Universal



Protein Feed

Look for it on the Label of Mixed Feeds!

Simple, practical rations for all classes of farm stock. Approved by experts. This chart answers the many questions asked by farmers, without favoring either home mixing, mixed feeds, or batch mixing. Meets a real need of every dealer who has home mixing customers, still a big bulk of the business even in mixed feed districts. Batch mixing establishments can't afford to be without it, and take the risk of poor results with incorrect mixtures. Sent free, postpaid. Mail the coupon.

Linseed Meal Educational Committee, Fine Arts Bldg., Milwaukee, Wis.

- ☐ Send free wall chart No. 811, postpaid.
- ☐ Send free copy of new book on Feeding Management.

Name.....

Name of firm.....

Address.....

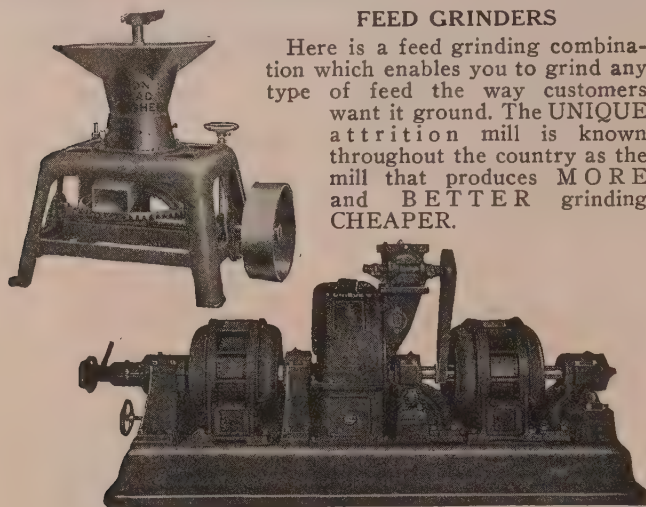
© L. M. E. C. 1928

OF COURSE YOU HANDLE FEEDSTUFFS! BUT WHAT PROFIT DO YOU MAKE?

We can show you how to make your own feeds at a good substantial profit and also increase your business by giving better service to the farmers in your community.

FEED GRINDERS

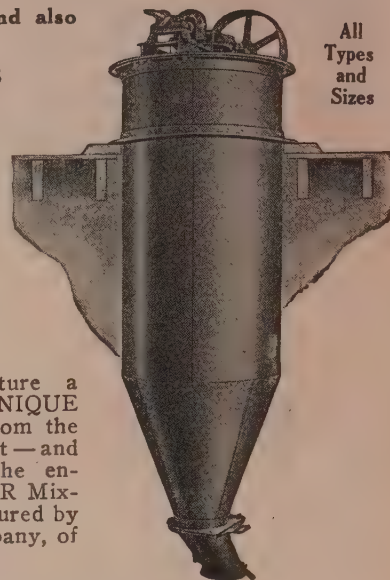
Here is a feed grinding combination which enables you to grind any type of feed the way customers want it ground. The UNIQUE attrition mill is known throughout the country as the mill that produces **MORE** and **BETTER** grinding **CHEAPER**.



FEED MIXERS

The UNIQUE Vertical Mixer is one of the most popular feed mixers on the market. The first cost is small — the machine is easy to install and economical to operate, and will mix all kinds of feeds at a profit for you.

We also manufacture a complete line of UNIQUE Horizontal Mixers—from the smallest to the largest—and recently took over the entire Line of GARDNER Mixers formerly manufactured by the Gedge-Grey Company, of Lockland, Ohio.



All
Types
and
Sizes

Let us show you the way to greater profits in handling feedstuffs. Write us for catalogs on UNIQUE Feed Milling Machines or get in touch with our representative.

ROBINSON MFG. CO., 42 ROBINSON BUILDING, MUNCY, PA
CHICAGO OFFICE—222 W. ADAMS ST.

GRUENDLER

for
**Custom Grinding
and
Mixing**

We furnish complete equipment and plans for feed grinding and mixing plants.

The Gruendler Positive Mixer does its job rapidly and thoroughly. Mixing can be done either dry or with molasses—no other mixer being required.

The Gruendler Special Whirlbeater—the result of 44 years' experience in the manufacture of swing hammer grinders—delivers a superior product at greater capacity per horse power than ever before attained, and places you far ahead of competition.

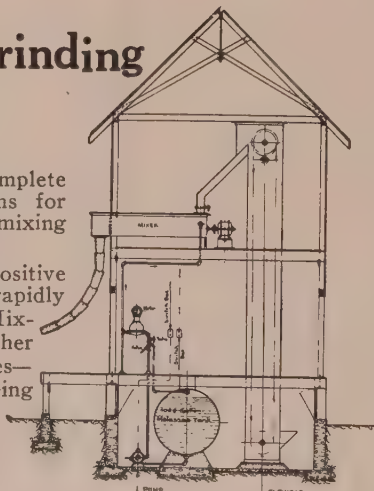
Built-in spout magnet and cast base are standard equipment.

America's Leading Hammer Mill
A Mill without a Competitor

Send for our latest bulletin also dry and molasses mixers and plans on mixing plants.

Established 1885

Gruendler Patent Crusher and Pulverizer Co.
1102 Landreth Bldg. - St. Louis, Mo.



Established 1878

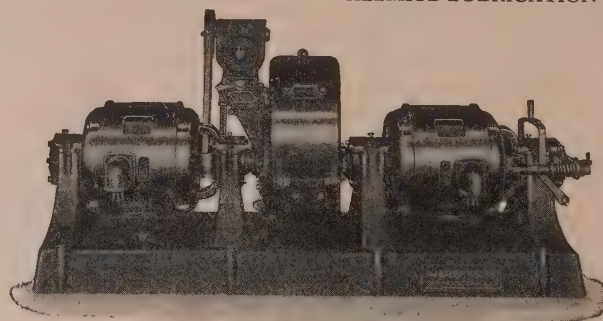
Bauer

Established 1878

ATTRITION MILLS

BALL BEARING

ALEMITE LUBRICATION



BELT AND MOTOR DRIVE

SEVEN SIZES

Interior easily accessible. Automatic quick release, pressure relief springs.

Feeder is ball bearing, noiseless, has bronze gear with hardened steel worm.

Suspended motor construction. Rotor and stator always centered. Ammeter with all Motor Mills.

The BAUER BROS. CO.

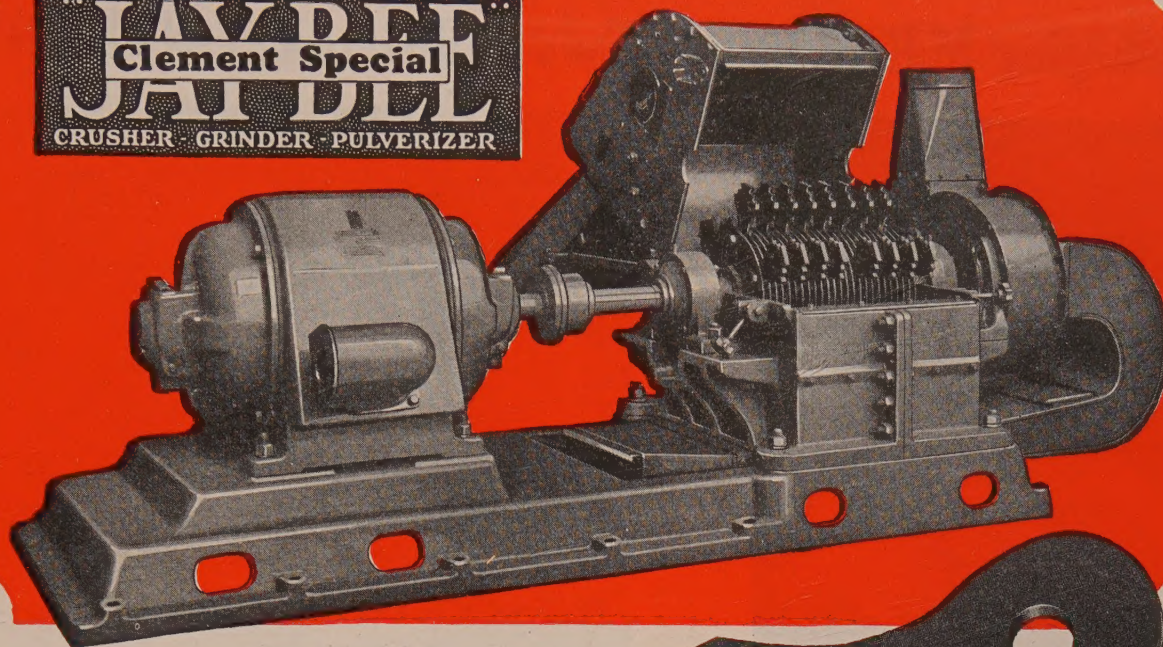
Manufacturers

"BAUER" HAMMER MILLS, CRUSHERS, ETC.

Springfield

Ohio

JAY BEE
Clement Special
JAY BEE
 CRUSHER - GRINDER - PULVERIZER



The Dean of Heavy Duty Grinders

No. 4 Model "W" "Jay Bee" mill has 48 Manganese Steel Hammers weighing 40 ounces each. Screen area 737 square inches. One reason why it is the "Dean of Heavy Duty Grinders."

Partial List of Users of 75 H. P. D-C "Jay Bee" Mill

The Milling World Is Going "Jay Bee." Competition has proved it. And is proving it every day.

Three months ago a competitive test was made by a large milling plant on four of the best known feed grinders. Each manufacturer's salesman was trying "to do his stuff." The "Jay Bee" man got the order—for a Model "W" 75 H. P. D-C mill (illustrated above). Since then this same milling company has bought additional Model "W" 75 H. P. D-C mills.

Positive Proof of "Jay Bee" Superiority!

Another milling company discarded its old mills. Now it has three Model "W" 75 H.P.D-C mills—grinding 18 hours every day without a stop. Mill superintendent says in all his experience the "Jay Bee" mills are the easiest, simplest, most economical mills to operate.

A further proof of "Jay Bee" superiority is the fact there are more "Jay Bee" mills in operation than all other hammer mills combined.

A "Jay Bee" mill will put more money in your pocket than any similar investment you can ever make. For business sake, investigate the "Jay Bee" before you buy a feed grinder.

Write for detailed information, prices, terms, etc. on the "Jay Bee" mill. We have a size and style to meet your exact requirements.

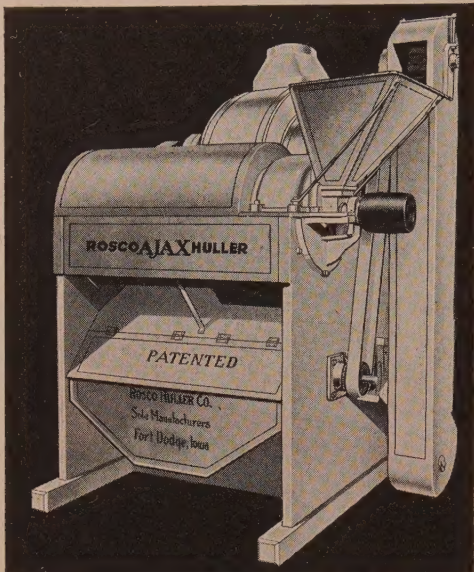
J. B. SEDBERRY, Inc., 76 Hickory Street
 UTICA, N. Y.

JAY BEE SALES CO., 442-444 Live Stock Exchange Bldg., Kansas City, Mo.
 311-312 Terminal Warehouse Bldg., Omaha, Neb.

J. B. SEDBERRY CO., 817 Exchange Ave., Chicago, Ill.

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 Chadron Flour Mill
 Chadron, Nebr.
 Humboldt Elevator Mills
 Humboldt, Kans.
 H. N. Jensen & Sons
 Estherville, Iowa
 Midland Flour Milling Co.
 Kansas City, Mo.
 L. C. Worth Co.
 Kansas City, Mo.
 Huntertown Grain Co.
 Huntertown, Ind.
 Big Four Elevator Co.
 Mattoon, Ill.
 Economy Mills
 Lubbock, Texas
 Ames Reliable Products
 Ontario, Iowa
 Standard Milling Co.
 Lubbock, Texas
 A. M. Syders
 Ellsworth, Iowa
 Grimes & Finch
 Portland, Ind.
 Gilbert Grain Co.
 Gilbert, Iowa
 Nutrena Feed Mills—2 Mills
 Kansas City, Mo.
 Dixie Mill Feed & Grain Co.
 3 Mills—Kansas City, Mo.
 Schrieber Milling Co.—3 Mills
 St. Joseph, Mo.

"Enlarging Mill to Install Two Additional Hullers" -- Says Garner Roller Mills



Mr. Will Quilling, of the Garner Roller Mills, of Garner, Iowa, writes us as follows: "....I have had my Ajax in operation for more than a year and will say I am highly pleased with results obtained with it; both as to the efficiency of the huller and as an investment which is quite profitable, which is evidenced by the fact that I am enlarging my mill for the purpose of installing two additional hullers which will be your largest type Ajax.

I might add also that before purchasing your huller I had used two other makes but they did not in any way compare with your machine and were discarded."

Our file of correspondence from users is filled with letters similar to the one shown above. A short trial of a Rosco Ajax Huller convinced Mr. Quilling that our machine was the best on the market. It is evident from this letter and many others that the Rosco Ajax lives up to our claims of simplicity, low operating cost and a profitable production of quality oat groats.

You have the same opportunity of making profit. Try this machine in your own plant, with your own grain and convince yourself.

Write today for information. Please address:

ROSCO HULLER CO.

123 Central Ave.
FORT DODGE, IOWA

ROSCO-AJAX

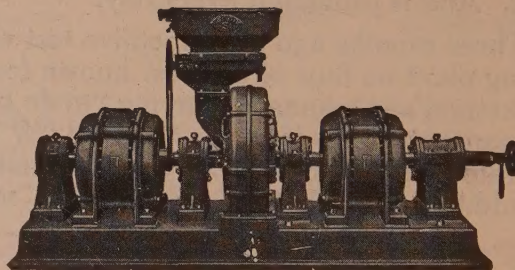
HULLING ~ CLEANING ~ SEPARATING ~ IN ONE UNIT

"We are very much satisfied with our mill. We can grind faster than it was represented and it grinds as fine as we want it."

The Minnesota miller who voluntarily sent in the above statement regarding his Munson Attrition Mill investigated thoroughly before he decided and now he has no regrets.

Some of the reasons why he has no regrets are:—

- careful design and workmanship
- larger capacities per horsepower
- the original Undercut Rib grinding plates, which are so good that others try to imitate them.



Why not use the coupon and get literature describing the Munson in detail?

Investigate — Compare — Then Decide

Munson Mill Machinery Co., Inc.

Established 1825

UTICA, NEW YORK

Representatives: Strong-Scott Mfg. Co., Minneapolis, Minn.; F. J. Conrad, Cedar Rapids, Ia.; A. D. Hughes & Co., Wayland, Mich.; General Mill Equipment Co., Kansas City, Mo.

Munson Mill
Machinery Co.,
Utica, N. Y.

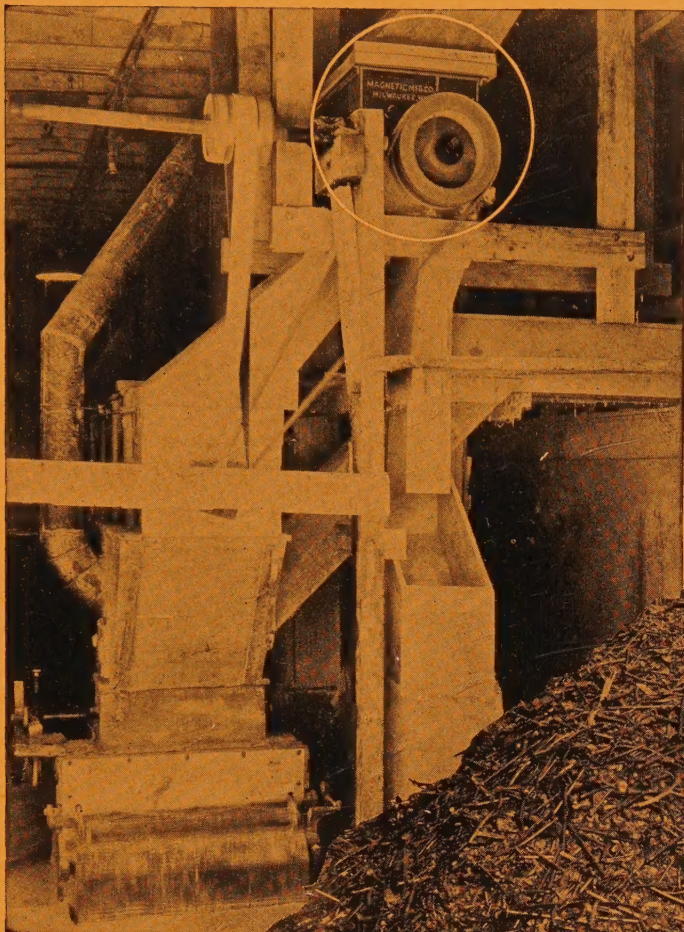
Send literature describing
the Munson Attrition Mill.

Name

Address

Provides Positive Protection

...Against the Menace of Tramp Iron



Note this surprising amount of tramp iron removed from raw grain, nails, bolts, nuts, razor blades, and even monkey wrenches find their way into raw material and are a constant source of danger.



One of four High Duty Magnetic Separators—repeat orders—installed in a prominent feed mill. Each separator handles 600 lbs. of molasses feed per minute.

Damaged grinding machinery, dangerous impurities in finished product, dust explosion—these are possible results from tramp. Well known mills, everywhere, provide themselves with positive protection by means of a High Duty Magnetic Separator.

You, too, can be sure of iron-free finished product by putting material through a Magnetic Separator.

Write for complete information.

MAGNETIC MANUFACTURING CO.
281 23rd Avenue Milwaukee, Wisconsin



High Duty Spout Separator. Built complete for direct attachment to spout. Fully enclosed, dust tight, all metal construction. Feeds, magnetically separates, and discharges tramp iron automatically. Fast, positive continuous operation and separation. Write for descriptive bulletin.

H I G H D U T Y

Magnetic Separators



APPROVED BY MUTUAL FIRE PREVENTION BUREAU

Consider these savings with Modern Head Drives for country grain elevators

You eliminate—

- 50 to 75 ft. of leather belting
- 150 to 200 ft. of heavy chain or rope
- 3 to 4 counter shafts
- 8 to 10 line-shaft bearings
- 4 to 6 pulleys and idlers
- 2 to 3 clutches

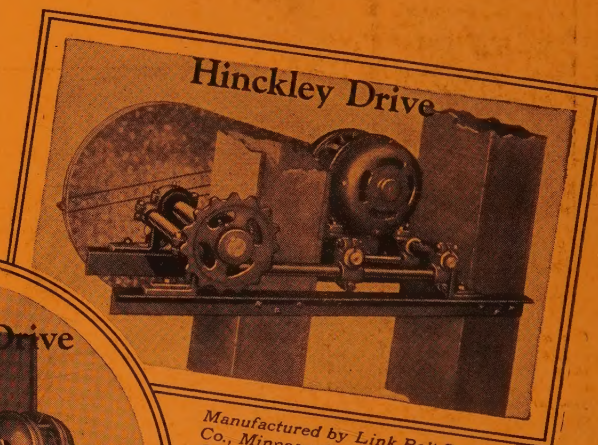
—all of which are necessary where an engine is used, or where the motor is mounted in the engine room.

In first cost and in upkeep, modern head drives are the biggest money savers you can install in your elevators. And when they are equipped with G-E totally enclosed, fan-cooled motors and G-E controllers, properly installed and wired, power and transmission troubles are practically eliminated. Power bills are reduced, maintenance is negligible, and the fire hazard is minimized.

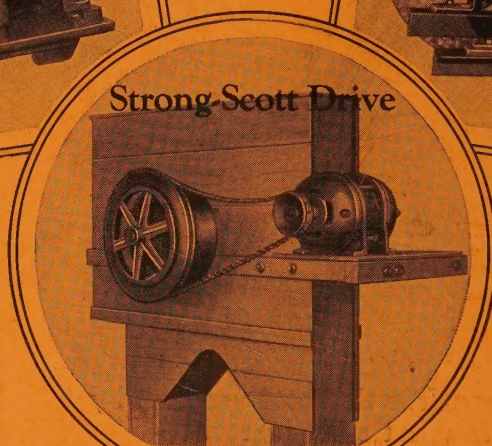
Here are three typical modern head drives. By specifying any make with G-E motor and G-E controller, you obtain G-E Motorized Power.



Manufactured by Clow-Winters Mfg. Co., Minneapolis. Equipped with a G-E totally enclosed, fan-cooled motor



Manufactured by Link Belt Supply Co., Minneapolis. Equipped with a G-E totally enclosed, fan-cooled motor



Manufactured by the Strong-Scott Mfg. Co., Minneapolis. Equipped with a G-E totally enclosed, fan-cooled motor



Motorized Power

—fitted to every need

GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN PRINCIPAL CITIES